Appendix N Traffic Study

Appendices

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TRAFFIC IMPACT ANALYSIS

NOHL RANCH CONDOMINIUMS

ANAHEIM, ORANGE COUNTY, CALIFORNIA

LSA

June 2019

N-1

TRAFFIC IMPACT ANALYSIS

NOHL RANCH CONDOMINIUMS

ANAHEIM, ORANGE COUNTY, CALIFORNIA

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June 2019

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APPENDICES

A: Traffic Volume Data
B: ICU Level of Service Worksheets
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LIST OF ABBREVIATIONS AND ACRONYMS

ATAM	Anaheim Traffic Analysis Model
CalEEMod	California Emission Estimator Model
CEQA	California Environmental Quality Act
City	City of Anaheim
CMP	Congestion Management Program
ft	foot/feet
ICU	intersection capacity utilization
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
SEIR	Supplemental Environmental Impact Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System
v/c	volume-to-capacity [ratio]
VMT	vehicle miles traveled

INTRODUCTION

LSA has prepared the following analysis to identify the potential traffic impacts resulting from the development of 60 townhome dwelling units on approximately 3 acres in an area currently occupied by the Serrano Center retail center in the Anaheim Hills neighborhood of Anaheim. LSA has prepared this analysis consistent with the requirements of the City of Anaheim (City) *Criteria for Preparation of Traffic Impact Studies* and applicable provisions of the California Environmental Quality Act (CEQA).

Figure 1 shows the location of the project site. The Serrano Center is currently leasing space to a variety of commercial uses, including a dry cleaner, professional services, professional offices, retail, a children's swim school, a children's dance school, after-school tutoring, and a children's day care. Conversion of the site usage from commercial to residential would require a change to the site's General Plan land use designation. The traffic analysis for the proposed project examines six scenarios:

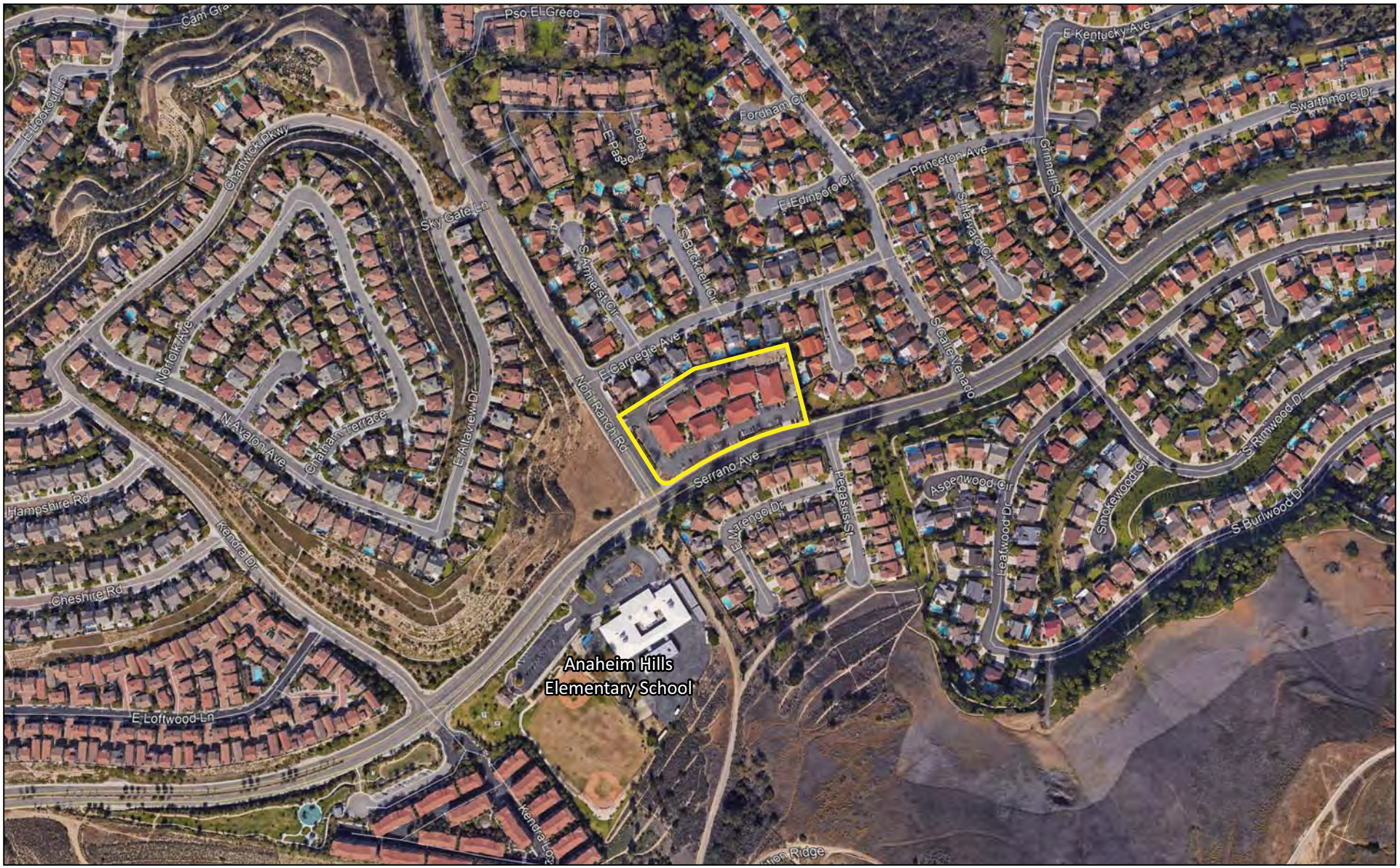
1. Existing (2018) Conditions
2. Existing (2018) Plus Project Conditions
3. Project Opening Year (2022) Baseline Conditions
4. Project Opening Year (2022) Plus Project Conditions
5. General Plan Buildout (2035) Baseline Conditions
6. General Plan Buildout (2035) Plus Project Conditions

This report addresses special considerations, including the potential for cut-through traffic within residential neighborhoods, driveway access, and school proximity.

Project Description

As shown on Figure 1, the existing site is bordered by Nohl Ranch Road to the west, Serrano Avenue to the south, and residential uses to the north and east. The site is accessed by one driveway on Nohl Ranch Road and two driveways on Serrano Avenue.

The proposed project will demolish the existing uses and construct up to 60 townhome dwelling units. The driveway on Nohl Ranch Road will be moved south of its existing location. The eastern driveway on Serrano Avenue will remain in its current location and the western driveway on Serrano Avenue will be closed as part of the project. These driveways are further analyzed in the Access Analysis section of this report. A site plan of the proposed project is illustrated on Figure 2.



LSA

LEGEND

Project Location

FIGURE 1

N

0 250 500

FEET

SOURCE: Google Earth, 2018

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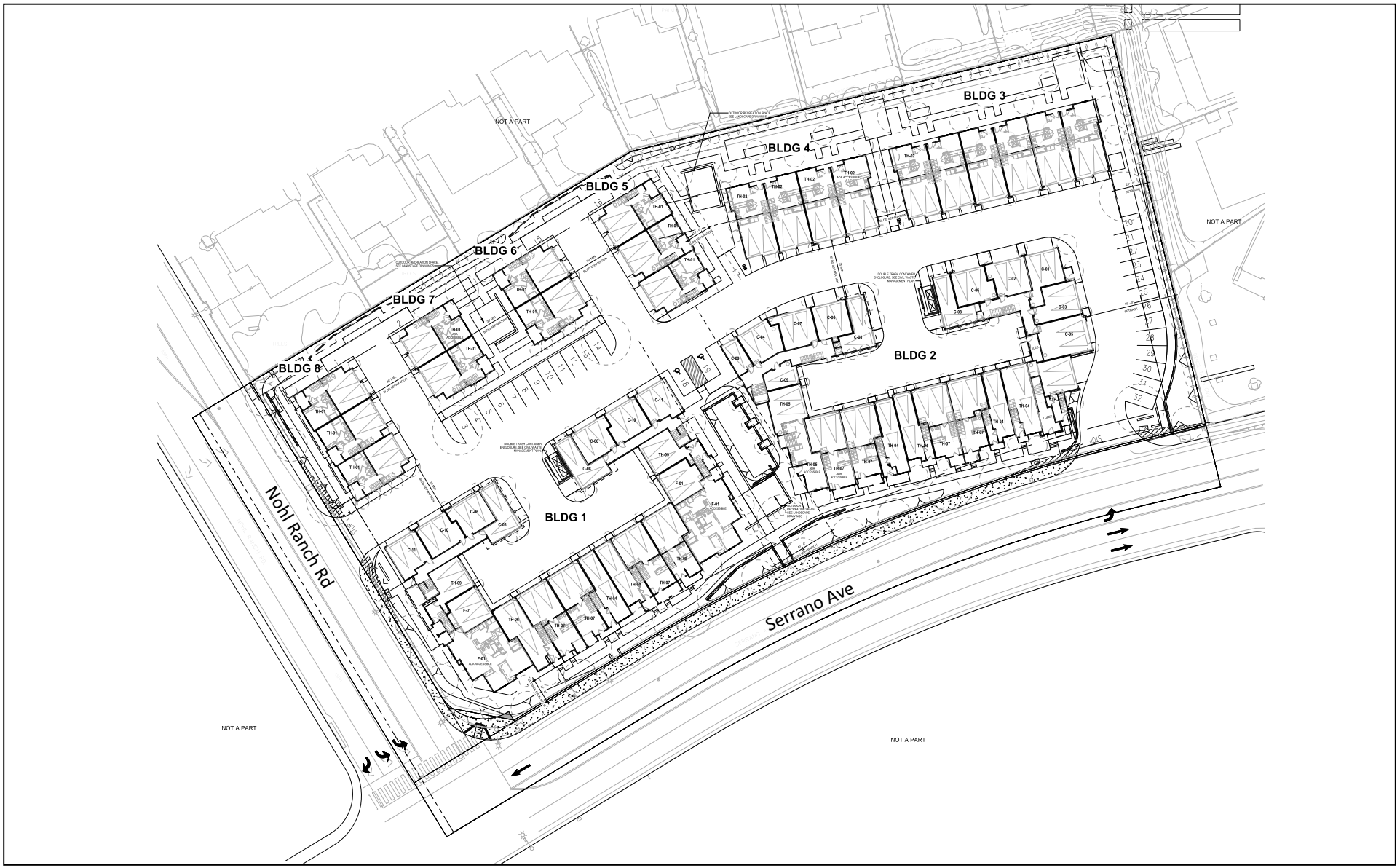
Nohl Ranch Condominiums

Project Location



LSA

FIGURE 2

N

0 50 100

FEET

SOURCE: MVE Partners

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Nohl Ranch Condominiums

Site Plan

METHODOLOGY

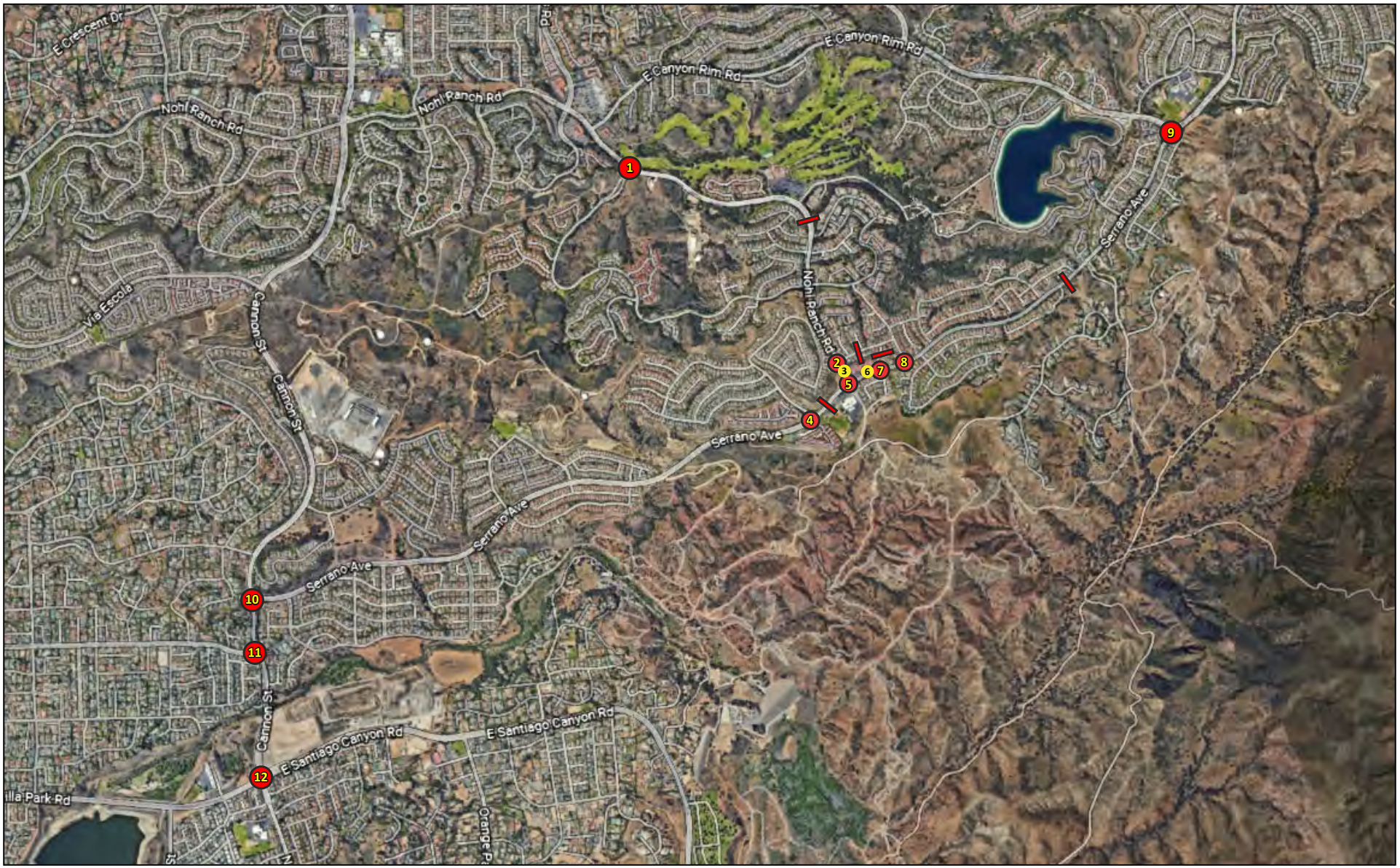
The City's *Criteria for Preparation of Traffic Impact Studies* requires a capacity analysis at intersections and roadway segments where the project contributes at least 51 trips. As demonstrated later in this report, the project is not anticipated to contribute 51 or more trips to any intersection or roadway segment. However, as requested by the City's Traffic Engineering staff, the study area analyzed in this report includes the following intersections and roadway segments. Figure 3 illustrates the locations of the intersections and roadway segments included in the study area. Figure 4 provides the existing geometrics and traffic control devices at each study area intersection.

Study Area Intersections	Roadway Segments
1. Nohl Ranch Road/Stage Coach Road (traffic signal)	1. Nohl Ranch Road (Stage Coach Road to Serrano Avenue)
2. Nohl Ranch Road/Carnegie Avenue (side-street stop)	2. Serrano Avenue (Kendra Drive to Nohl Ranch Road)
3. Nohl Ranch Road/Project Driveway (side-street stop)	3. Serrano Avenue (Nohl Ranch Road to Canyon Rim Road)
4. Kendra Drive/Serrano Avenue (Orange) (traffic signal)	4. Carnegie Avenue (Nohl Ranch Road to Calle Venado)
5. Nohl Ranch Road/Serrano Avenue (traffic signal)	5. Calle Venado (Carnegie Avenue to Serrano Avenue)
6. Project Driveway/Serrano Avenue (side-street stop)	
7. Pegasus Street/Serrano Avenue (side-street stop)	
8. Calle Venado/Serrano Avenue (side-street stop)	
9. Canyon Rim Road/Serrano Avenue (traffic signal)	
10. Cannon Street/Serrano Avenue (Orange) (traffic signal)	
11. Cannon Street/Taft Avenue (Orange) (traffic signal)	
12. Cannon Street/Santiago Canyon Road (Orange) (traffic signal)	

Intersection Level of Service Methodology

In accordance with the City's *Criteria for Preparation of Traffic Impact Studies* and the City of Orange *Traffic Impact Analysis Guidelines*, the study area intersections were analyzed using intersection capacity utilization (ICU) methodology for signalized intersections (i.e., study area intersections) and *Highway Capacity Manual* (HCM), 6th Edition methodology for unsignalized intersections (i.e., project driveways). Traffix (Version 8.0) and Synchro 10 are the software applications utilized to determine the levels of service (LOS) for signalized and unsignalized intersections, respectively. These programs calculate LOS based on traffic volume and intersection geometry inputs.

The ICU methodology compares the amount of traffic an intersection is able to process (capacity) to the level of traffic during peak hours (volume). The resulting volume-to-capacity (v/c) ratio is expressed in terms of LOS. The HCM methodology calculates the delay experienced by all movements through an intersection. At a two-way, stop-controlled intersection (i.e., an unsignalized intersection where the main street is uncontrolled and traffic on the minor street has to stop before finding a gap to enter the main street), delay is reported for the most delayed approach. LOS criteria for intersections are presented as follows.



LSA

LEGEND

- 1 Study Intersection
- 2 Project Driveway
- Study Roadway

N

0 1200 2400

FEET

SOURCE: Google Earth, 2018

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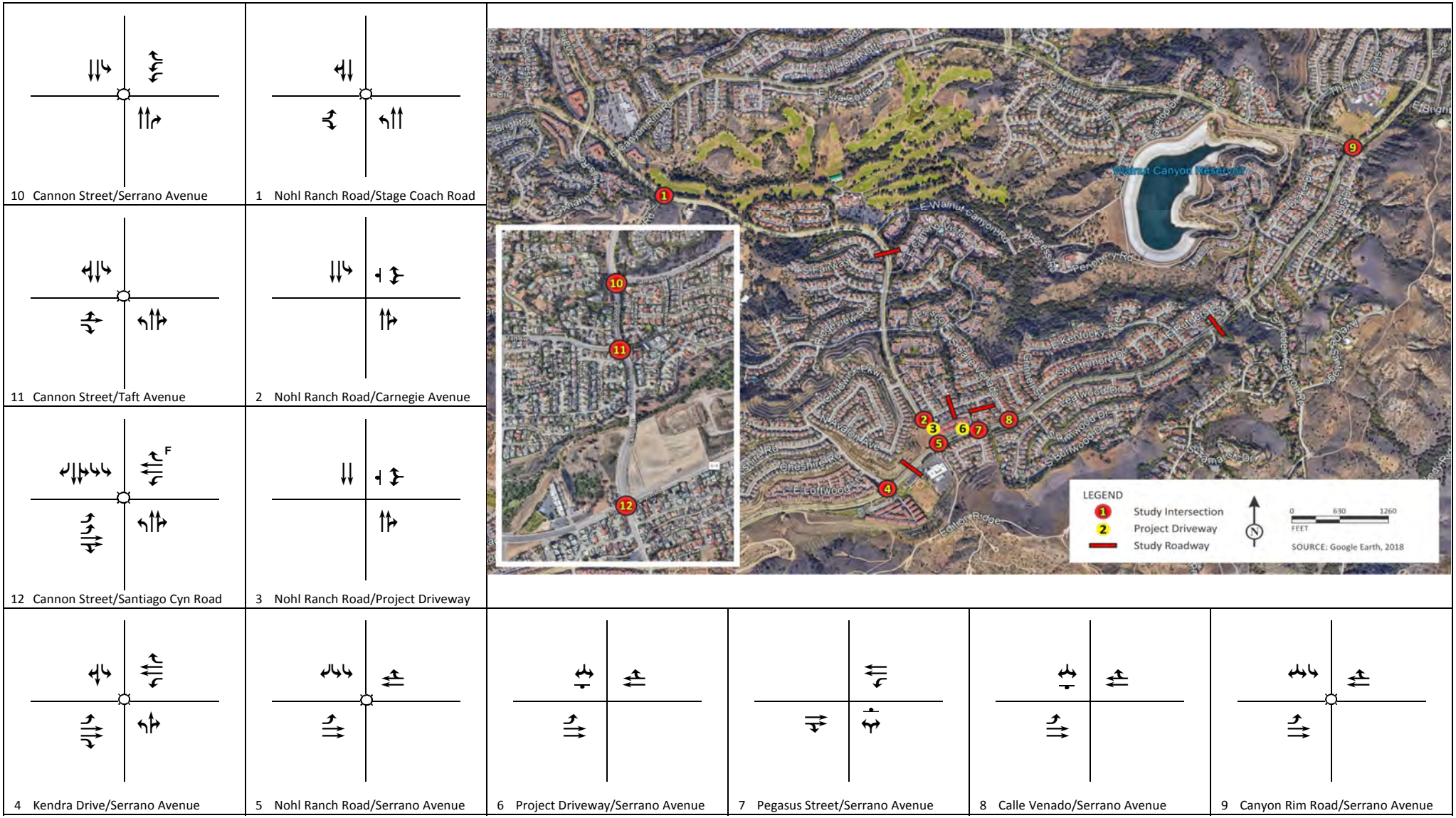
FIGURE 3

Nohl Ranch Condominiums

Study Area



LSA

FIGURE 4

LEGEND

Signal

Stop Sign

F Free Right Turn

Nohl Ranch Condominiums
Existing Geometrics

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Level of Service Descriptions

LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. LOS is assigned along the following letter gradient where LOS A represents free-flow activity, and LOS F represents overcapacity operation:

- **LOS A:** No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.

- **LOS B:** This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.

- **LOS C:** This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

- **LOS D:** This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.

- **LOS E:** Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.

- **LOS F:** This level describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

The relationship between LOS and the delay (in seconds) or v/c ratio at unsignalized and signalized intersections is as follows:

Level of Service	Delay (seconds) (HCM Methodology)	Volume-to-Capacity Ratio (ICU Methodology)
A	≤10.0	< 0.60
B	>10.0 and ≤15.0	0.61–0.70
C	>15.0 and ≤25.0	0.71–0.80
D	>25.0 and ≤35.0	0.81–0.90
E	>35.0 and ≤50.0	0.91–1.00
F	>50.0	> 1.00

HCM = *Highway Capacity Manual*
ICU = intersection capacity utilization

Both the City's guidelines and City of Orange guidelines specify the use of a saturation flow rate of 1,700 vehicles per lane per hour and a clearance interval factor of 5 percent. These guidelines have been applied in the analysis of all signalized study area intersections.

Roadway Segment Level of Service Methodology

Using the same v/c methodology discussed above, daily roadway link v/c ratios were determined using roadway volume data and the theoretical daily capacities provided by the City of Anaheim. The theoretical daily capacity of a roadway is dependent on roadway classification, as shown in the table below.

Type of Arterial	Daily Capacity
Eight Lanes Divided	75,000
Six Lanes Divided	56,300
Four Lanes Divided	37,500
Four Lanes (Undivided)	25,000
Two Lanes (Undivided)	12,500

Source: City of Anaheim.

For roadway segments, the City's General Plan establishes a target of LOS C. If a segment is found to operate at LOS D, E, or F under daily conditions, its operation is also analyzed under peak-hour conditions. If the roadway segment also operates at LOS D, E, or F under peak-hour conditions and project traffic increases the daily v/c ratio by 0.01 or greater, then the project is determined to have a significant impact. The relationship between LOS and the v/c ratio for roadways is shown in the following table.

Level of Service	V/C Ratio
A	≤ 0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	> 1.00

V/C = volume-to-capacity

Significance Criteria

A transportation impact on an intersection is considered significant in accordance with the following table. The "Final V/C Ratio" includes the future v/c ratio at an intersection, considering traffic from existing conditions, ambient growth, approved/related projects, and the proposed project but without any proposed mitigation. Mitigation is required for any intersection where project traffic is considered to have a significant impact.

Level of Service	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.701–0.800	≥ 0.050
D	> 0.801–0.900	≥ 0.030
E, F	> 0.901	≥ 0.010

Source: City of Anaheim, *Criteria for Preparation of Traffic Impact Studies.*
V/C = volume-to-capacity

For intersections within the jurisdiction of the City of Orange, a v/c ratio of 0.90 (LOS D) is considered the upper limit of satisfactory operations. The City of Orange *Traffic Impact Analysis Guidelines* state that a transportation impact on an intersection shall be deemed significant and require mitigation if the final v/c ratio exceeds 0.90 and the project-related increase in v/c is equal to or greater than 0.01.

The Orange County Congestion Management Program (CMP) stipulates the requirements for maintaining LOS E at CMP intersections. However, no CMP intersections are located near the project.

Project Fair Share

Based on the City's *Criteria for Preparation of Traffic Impact Studies,* for cumulative long-range analysis (i.e., General Plan Build Out), the project participates in future improvements on a fair-share basis. A project's equitable share is to be calculated using the following equation:

$$P = \frac{T}{T_B - T_E}$$

Where:

P = the equitable share for the proposed project's traffic impact

T = the vehicle trips generated by the project during the peak hour of the adjacent street, vehicles per hour at the impacted location

T_B = the General Plan Build Out forecast traffic volume (i.e., the 20-year model or the furthest future model date feasible), vehicles per hour at the impacted location

T_E = the existing traffic volumes plus approved projects that have not been constructed or occupied, vehicles per hour at the impacted location

EXISTING (2018) CONDITIONS

Existing Circulation System

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

- **Nohl Ranch Road:** Nohl Ranch Road, a north-south roadway located west of and adjacent to the project site, is classified as a Hillside Secondary Arterial by the City's General Plan Circulation Element. Nohl Ranch Road, which is adjacent to the project site, is a four-lane roadway divided by a two-way left-turn lane that acts as a median. Nohl Ranch Road provides direct access to the project site at an unsignalized driveway. The posted speed limit on Nohl Ranch Road is 45 miles

per hour (mph). There are sidewalks provided on both sides of the street. There are no bike lanes, and on-street parking is prohibited.

- **Serrano Avenue:** Serrano Avenue is an east-west roadway located south of the project that provides access to the project site at unsignalized driveways. The route is designated as a Hillside Secondary Arterial by the City's General Plan Circulation Element. The posted speed limit on Serrano Avenue is 45 mph. In the vicinity of the project site, the roadway has four lanes and a two-way left-turn lane that acts as a median. There are sidewalks provided on both sides of the street. There are Class II bike lanes, and on-street parking is prohibited.

- **Carnegie Avenue:** Carnegie Avenue is a local road that is not included in the City's General Plan Circulation Element. Carnegie Avenue has two undivided lanes and provides direct access to residences within the neighborhood. Sidewalks are provided on both sides of the street, and on-street parking is permitted.

- **Calle Venado:** Calle Venado is a local road that is not included in the City's General Plan Circulation Element. Calle Venado has two undivided lanes and provides direct access to residences within the neighborhood. Sidewalks are provided on both sides of the street, and on-street parking is permitted.

- **Cannon Street:** Between the northern city limits and Santiago Canyon Road, the City of Orange Master Plan of Streets and Highways classifies Cannon Street as a Major Arterial. Cannon Street has a posted speed limit of 45 mph. The roadway has four lanes and a striped median becoming a left-turn lane at intersections. A continuous sidewalk is provided on the east side of the roadway, while portions of the west side of the roadway have an interrupted sidewalk. Narrow Class II bike lanes are provided on both sides of the street. The City of Orange Master Plan of Streets and Highways indicates this roadway will be six lanes at General Plan buildout.

- **Santiago Canyon Road:** The City of Orange Master Plan of Streets and Highways classifies Santiago Canyon Road as a Major Arterial. Santiago Canyon Road has a posted speed limit of 50 mph. The roadway has four lanes and a two-way left-turn lane that acts as a median. A continuous sidewalk is provided on the south side of the roadway, while portions of the north side of the roadway have an interrupted sidewalk. Class II bike lanes are provided on both sides of the street. The City of Orange Master Plan of Streets and Highways indicates this roadway will be six lanes at General Plan buildout.

Existing (2018) Intersection Level of Service Analysis

Vehicle turning volumes were collected for the study area intersections during the peak morning (7:00 a.m.–9:00 a.m.) and evening (4:00 p.m.–6:00 p.m.) commute periods. Peak-hour intersection turn volumes were surveyed at the study area intersections in Anaheim on a typical weekday (Wednesday, May 16, 2018) while schools were in session. After a request from the City of Orange, additional turn volumes were collected at intersections in Orange on a typical weekday (Thursday, February 7, 2019) while schools were in session. These volumes were taken in 15-minute increments and then totaled as hourly volumes, which is the standard procedure for volume data collection.

Figure 5 presents the existing a.m. and p.m. peak-hour turn movement volumes for the study area intersections. The traffic volume data sheets are provided in Appendix A.

Table A summarizes the results of the existing a.m. and p.m. peak-hour LOS analysis for the study area intersections. The intersection of Nohl Ranch Road/Serrano Avenue is located adjacent to Anaheim Hills Elementary School and experiences a surge in traffic immediately prior to school start time during the a.m. peak hour. At this intersection, the peak-hour factor (i.e., the concentration of peak-hour traffic volume during the busiest 15 minutes) identified in existing conditions was applied for all a.m. peak-period analyses. School departure occurs outside of the p.m. peak hour, and no peak-hour factors were applied during the p.m. peak hour. All ICU analysis worksheets are provided in Appendix B. All HCM analysis worksheets are provided in Appendix C. As Table A indicates, all study area intersections operate at an acceptable LOS (i.e., LOS D or better) in the a.m. and p.m. peak hours, except for the intersections of Cannon Street/Serrano Avenue (Orange) and Cannon Street/Taft Avenue (Orange).

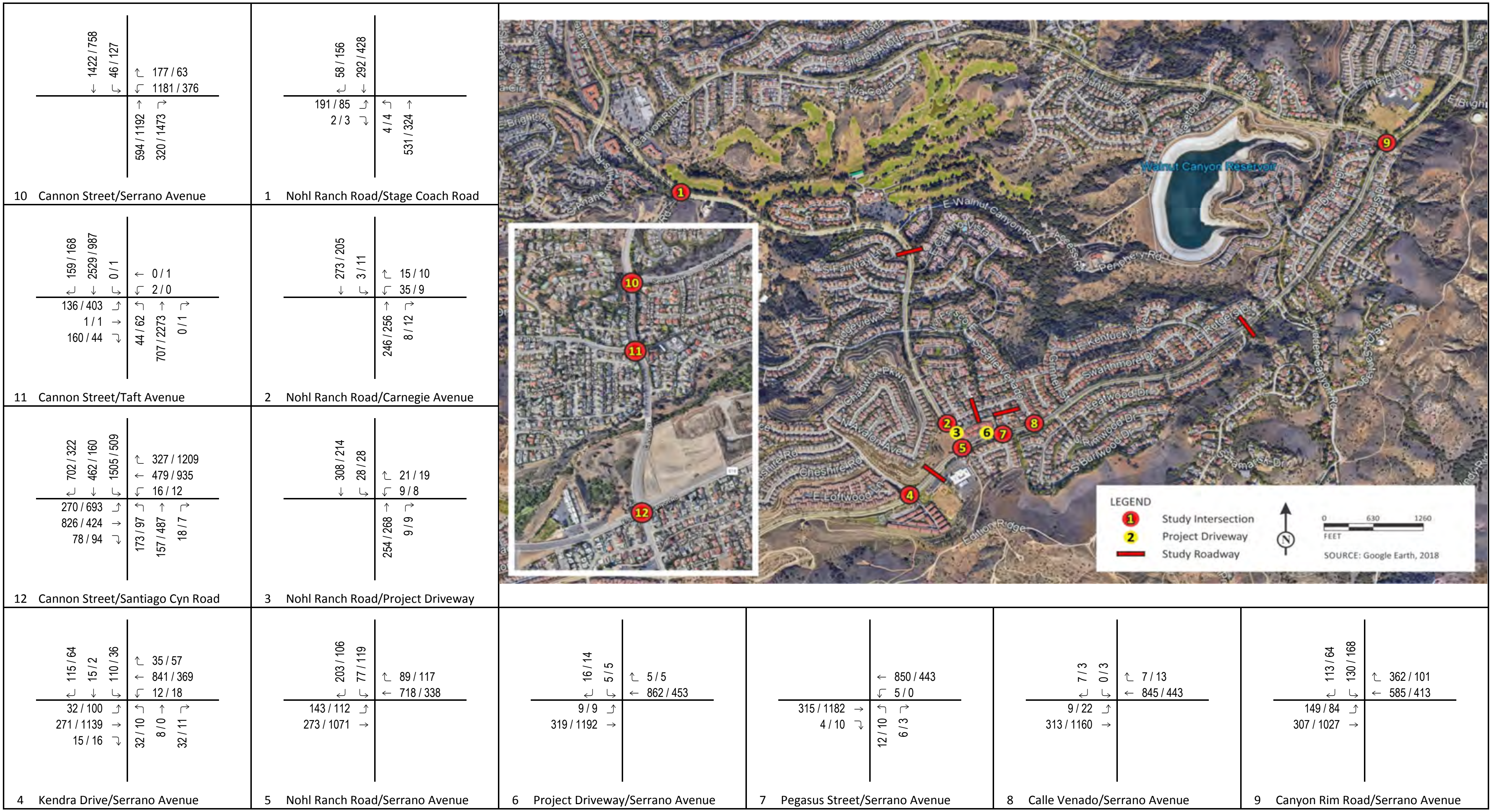
Table A: Existing (2018) Intersection LOS Summary

Study Area No.	Intersections	AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1	Nohl Ranch Road/Stage Coach Road	0.319	A	0.274	A
2	Nohl Ranch Road/Carnegie Avenue (u)	11.3 sec	B	10.4 sec	B
3	Nohl Ranch Road/Project Driveway (u)	9.2 sec	A	9.2 sec	A
4	Kendra Drive/Serrano Avenue	0.411	A	0.440	A
5	Nohl Ranch Road/Serrano Avenue	0.593	A	0.427	A
6	Project Driveway/Serrano Avenue (u)	11.9 sec	B	9.9 sec	A
7	Pegasus Street/Serrano Avenue (u)	12.3 sec	B	23.0 sec	C
8	Calle Venado/Serrano Avenue (u)	11.7 sec	B	17.6 sec	C
9	Canyon Rim Road/Serrano Avenue	0.488	A	0.420	A
10	Cannon Street/Serrano Avenue (o)	0.816	D	0.991	E
11	Cannon Street/Taft Avenue (o)	0.946	E	0.957	E
12	Cannon Street/Santiago Canyon Road (o)	0.761	C	0.774	C

☐ Unsatisfactory LOS
LOS = level of service
sec = seconds
(o) = City of Orange jurisdiction
(u) = unsignalized, worst approach delay shown
V/C = volume-to-capacity

Existing (2018) Roadway Segment Level of Service Analysis

Roadway LOS is calculated by comparing the daily traffic volume to the theoretical daily capacity of that roadway. Existing daily traffic volumes were collected on a typical weekday (Wednesday, May 16, 2018). Table B summarizes the daily traffic volumes and v/c ratios for the five study area roadway segments in the existing condition. As Table B illustrates, all study area roadway segments operate at an acceptable LOS (i.e., LOS C or better).



LSA

FIGURE 5

LEGEND

XXX / YYY AM / PM Volume

Nohl Ranch Condominiums
Existing Volume

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Table B: Existing (2018) Roadway LOS Comparison

Roadway Segment	Mid-Block Lanes	Capacity	Existing	V/C	LOS
Nohl Ranch Road (Stage Coach Road to Serrano Avenue)	4D	37,500	5,599	0.15	A
Serrano Avenue (Kendra Drive to Nohl Ranch Road)	4D	37,500	14,121	0.38	A
Serrano Avenue (Nohl Ranch Road to Canyon Rim Road)	4D	37,500	14,013	0.37	A
Carnegie Avenue (Nohl Ranch Road to Calle Venado)	2U	12,500	695	0.06	A
Calle Venado (Carnegie Avenue to Serrano Avenue)	2U	12,500	424	0.03	A

LOS = level of service
V/C = volume-to-capacity

PROJECT OPENING YEAR (2022) BASELINE CONDITIONS

The proposed project is anticipated to be completed by 2022. LSA queried the City's development records and planning staff and identified no nearby (i.e., within 2 miles) approved or pending projects that could be completed and thereby contribute traffic to the study area by 2022. LSA also reviewed the pending land use applications for the City of Orange. Although the Santiago Hills II project is listed as delayed by the City of Orange, LSA added traffic volumes at the study intersections consistent with the project volumes reported in the *Santiago Hills II Traffic Study* (Stantec 2016). In addition to this specific development project, LSA escalated existing roadway and intersection volumes by 1 percent per year, for a total of 4 percent over the next 4 years, in order to account for ambient traffic growth from existing traffic volumes collected in 2018 and early 2019.

Project Opening Year (2022) Baseline Intersection Level of Service Analysis

Intersection geometrics at the study area intersections are not anticipated to change by the project opening year. The future a.m. and p.m. peak-hour traffic volumes are shown on Figure 6. Table C summarizes the results of the future a.m. and p.m. peak-hour LOS analysis for the study area intersections. As indicated in Table C, all study area intersections operate at an acceptable LOS in the a.m. and p.m. peak hours in the Project Opening Year (2022) Baseline condition except for the intersections of Cannon Street/Serrano Avenue (Orange) and Cannon Street/Taft Avenue (Orange), which operate at unacceptable LOS in existing conditions.

Project Opening Year (2022) Baseline Roadway Segment Level of Service Analysis

Similar to the intersection analysis, an ambient traffic growth rate of 4 percent (1 percent per year) was applied to daily roadway traffic volumes. Table D summarizes the daily traffic volumes and v/c ratios for the five study area roadway segments in the Future (2022) condition. As Table D illustrates, all study area roadway segments operate at an acceptable LOS (i.e., LOS C or better).

GENERAL PLAN BUILDOUT (2035)

The City performed a citywide analysis of intersections and roadway segments included in the General Plan Circulation Element using the Anaheim Traffic Analysis Model (ATAM) with the certified Housing Opportunities Rezoning Project (Supplemental Environmental Impact Report [SEIR] 346). The City of Anaheim *Housing Opportunities Rezoning Project SEIR 346 Technical Traffic Study* (Iteris 2013) included three of the intersections included in the project's study area but none of the roadway segments.

10 Cannon Street/Serrano Avenue

1490 / 821 ↓ 48 / 132 ↳
184 / 66 ↱
1228 / 383 ↰
645 / 1254 →
333 / 1527 ↱

1 Nohl Ranch Road/Stage Coach Road

60 / 162 ↲ 304 / 420 ↓
199 / 88 ↱
2 / 3 ↲
4 / 4 ↰
552 / 320 →

11 Cannon Street/Taft Avenue

165 / 175 ↲ 2641 / 1051 ↓ 0 / 1 ↳
← 0 / 1
2 / 0 ↰
141 / 419 ↱
1 / 1 →
166 / 46 ↲
46 / 64 ↰
762 / 2373 →
0 / 1 ↱

2 Nohl Ranch Road/Carnegie Avenue

284 / 188 ↓ 3 / 11 ↳
16 / 10 ↱
36 / 9 ↰
256 / 249 →
8 / 15 ↱

12 Cannon Street/Santiago Cyn Road

730 / 332 ↲ 480 / 165 ↓ 1576 / 557 ↳
367 / 1268 ↱
← 546 / 997
18 / 12 ↰
281 / 719 ↱
879 / 500 →
81 / 98 ↲
180 / 101 ↰
163 / 506 →
19 / 8 ↱

3 Nohl Ranch Road/Project Driveway

320 / 226 ↓ 29 / 1 ↳
22 / 6 ↱
9 / 0 ↰
264 / 279 →
9 / 6 ↱

4 Kendra Drive/Serrano Avenue

120 / 67 ↲ 16 / 2 ↓ 114 / 37 ↳
36 / 59 ↱
← 875 / 369
12 / 19 ↰
33 / 104 ↱
282 / 1180 →
16 / 17 ↲
33 / 10 ↰
8 / 0 →
33 / 11 ↱

5 Nohl Ranch Road/Serrano Avenue

211 / 102 ↲ 80 / 127 ↳
93 / 122 ↱
← 747 / 346
149 / 113 ↱
284 / 1111 →

6 Project Driveway/Serrano Avenue

17 / 9 ↲ 5 / 0 ↳
5 / 5 ↱
← 896 / 471
9 / 10 ↱
332 / 1240 →

7 Pegasus Street/Serrano Avenue

← 884 / 461
5 / 0 ↰
328 / 1224 →
4 / 10 ↲
12 / 10 ↰
6 / 3 ↱

8 Calle Venado/Serrano Avenue

7 / 3 ↲ 0 / 6 ↳
7 / 14 ↱
← 879 / 461
9 / 23 ↱
326 / 1201 →

9 Canyon Rim Road/Serrano Avenue

118 / 67 ↲ 135 / 175 ↳
376 / 105 ↱
← 608 / 430
155 / 87 ↱
319 / 1067 →

LSA

FIGURE 6

LEGEND

XXX / YYY AM / PM Volume

Nohl Ranch Condominiums
Project Opening Year (2022) Volume

P:\SRR1801\Figures\Figure 6 - Opening Year Volume2.xlsx (3/8/2019)

Table C: Project Opening Year (2022) Intersection LOS Summary

Study Area No.	Intersections	AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1	Nohl Ranch Road/Stage Coach Road	0.329	A	0.276	A
2	Nohl Ranch Road/Carnegie Avenue (u)	11.4 sec	B	13.8 sec	B
3	Nohl Ranch Road/Project Driveway (u)	9.2 sec	A	9.3 sec	A
4	Kendra Drive/Serrano Avenue	0.426	A	0.454	A
5	Nohl Ranch Road/Serrano Avenue	0.615	B	0.437	A
6	Project Driveway/Serrano Avenue (u)	12.1 sec	B	10.0 sec	B
7	Pegasus Street/Serrano Avenue (u)	12.5 sec	B	24.2 sec	C
8	Calle Venado/Serrano Avenue (u)	11.9 sec	B	18.3 sec	C
9	Canyon Rim Road/Serrano Avenue	0.505	A	0.435	A
10	Cannon Street/Serrano Avenue (o)	0.849	D	1.026	F
11	Cannon Street/Taft Avenue (o)	0.986	E	0.996	E
12	Cannon Street/Santiago Canyon Road (o)	0.795	C	0.815	D

Unsatisfactory LOS
LOS = level of service
sec = seconds
(o) = City of Orange jurisdiction
(u) = unsignalized, worst approach delay shown
V/C = volume-to-capacity

Table D: Project Opening Year (2022) Roadway LOS Comparison

Roadway Segment	Mid-Block Lanes	Capacity	Opening Year	V/C	LOS
Nohl Ranch Road (Stage Coach Road to Serrano Avenue)	4D	37,500	5,823	0.16	A
Serrano Avenue (Kendra Drive to Nohl Ranch Road)	4D	37,500	14,686	0.39	A
Serrano Avenue (Nohl Ranch Road to Canyon Rim Road)	4D	37,500	14,574	0.39	A
Carnegie Avenue (Nohl Ranch Road to Calle Venado)	2U	12,500	723	0.06	A
Calle Venado (Carnegie Avenue to Serrano Avenue)	2U	12,500	441	0.04	A

LOS = level of service
V/C = volume-to-capacity

General Plan Buildout (2035) Intersection Level of Service Analysis

The City applied the ATAM traffic growth rates to the existing turn volume data collected for this analysis and provided General Plan horizon traffic volumes for the three study intersections included in the traffic model (Nohl Ranch Road/Stage Coach Road, Nohl Ranch Road/Serrano Avenue, and Canyon Rim Road/Serrano Avenue). The *Santiago Hills II Traffic Study* (Stantec 2016) included one additional study intersection and provided City of Orange General Plan horizon traffic volumes for that intersection (Canon Street/Santiago Canyon Road). LSA compared the General Plan horizon traffic volumes at these intersections to the existing traffic volumes and identified the growth in traffic volume passing through the intersections. This same growth in traffic was then applied to study intersections adjacent to the intersections for which General Plan horizon traffic volumes were provided.

As noted previously, the City of Orange Master Plan of Streets and Highways indicates that the roadways of Cannon Street and Santiago Canyon Road will be six lanes at General Plan buildout. Through traffic lanes at the intersections of Cannon Street/Serrano Avenue (Orange), Cannon Street/Taft Avenue (Orange), and Cannon Street/Santiago Canyon Road (Orange) were adjusted in the General Plan Buildout (2035) analysis to account for the wider roadways. The City of Orange also reported that a project to add a second northbound right-turn lane at Cannon Street/Serrano Avenue (Orange) is in process but may not be completed by the 2022 opening year for the proposed project. This improvement was also included in the General Plan (2035) analysis.

Figure 7 displays the resulting General Plan Buildout (2035) traffic volumes at all study intersections. Table E summarizes the results of the a.m. and p.m. peak-hour LOS analysis for the study area intersections. As indicated in Table E, all study area intersections operate at an acceptable LOS in the a.m. and p.m. peak hours in the General Plan Buildout (2035) condition with planned improvements.

Table E: General Plan Buildout (2035) Intersection LOS Summary

Study Area No.	Intersections	AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1	Nohl Ranch Road/Stage Coach Road	0.316	A	0.261	A
2	Nohl Ranch Road/Carnegie Avenue (u)	11.9 sec	B	10.2 sec	B
3	Nohl Ranch Road/Project Driveway (u)	9.4 sec	A	9.2 sec	A
4	Kendra Drive/Serrano Avenue	0.478	A	0.463	A
5	Nohl Ranch Road/Serrano Avenue	0.714	C	0.439	A
6	Project Driveway/Serrano Avenue (u)	13.3 sec	B	10.1 sec	B
7	Pegasus Street/Serrano Avenue (u)	13.2 sec	B	25.8 sec	D
8	Calle Venado/Serrano Avenue (u)	13.0 sec	B	19.7 sec	C
9	Canyon Rim Road/Serrano Avenue	0.535	A	0.487	A
10	Cannon Street/Serrano Avenue (o)	0.746	C	0.558	A
11	Cannon Street/Taft Avenue (o)	0.753	C	0.801	D
12	Cannon Street/Santiago Canyon Road (o)	0.795	C	0.818	D

☐ Unsatisfactory LOS
LOS = level of service
sec = seconds
(o) = City of Orange jurisdiction
(u) = unsignalized, worst approach delay shown
V/C = volume-to-capacity

General Plan Buildout (2035) Roadway Segment Level of Service Analysis

To calculate daily roadway volumes for segments not included in the previous General Plan forecasting, LSA determined the ratio between daily and peak-hour roadway volumes in the existing condition and applied that ratio to peak-hour roadway volumes evident from intersection turn volumes. Table F summarizes the daily traffic volumes and v/c ratios for the five study area roadway segments in the General Plan Buildout (2035) condition. As Table F illustrates, all study area roadway segments operate at an acceptable LOS (i.e., LOS C or better).

10 Cannon Street/Serrano Avenue

	1779 / 1901 ↓	46 / 127 ↳
		↱ 177 / 63
		↰ 1181 / 376
1321 / 1534 ↑		320 / 1473 ↱

1 Nohl Ranch Road/Stage Coach Road

	59 / 175 ↲	276 / 378 ↓
206 / 78 ⤴		
3 / 4 ⤵		
	4 / 4 ↰	492 / 266 ↑

11 Cannon Street/Taft Avenue

159 / 168 ↲	2886 / 2130 ↓	0 / 1 ↳
		← 0 / 1
		↰ 2 / 0
136 / 403 ⤴		
1 / 1 →		
160 / 44 ⤵		
	44 / 62 ↰	1434 / 2615 ↑ 0 / 1 ↱

2 Nohl Ranch Road/Carnegie Avenue

	313 / 200 ↓	3 / 11 ↳
		↱ 15 / 10
		↰ 35 / 9
	287 / 231 →	8 / 12 ↱

12 Cannon Street/Santiago Cyn Road

575 / 378 ↲	536 / 226 ↓	1915 / 1530 ↳
		↱ 1154 / 1761
		← 1321 / 847
		↰ 147 / 33
158 / 501 ⤴		
726 / 993 →		
67 / 143 ⤵		
	138 / 145 ↰	169 / 469 ↑ 49 / 56 ↱

3 Nohl Ranch Road/Project Driveway

348 / 209 ↓	28 / 28 ↳	
		↱ 21 / 19
		↰ 9 / 8
	295 / 243 →	9 / 9 ↱

4 Kendra Drive/Serrano Avenue

115 / 64 ↲	15 / 2 ↓	110 / 36 ↳
		↱ 35 / 57
		← 1066 / 413
		↰ 12 / 18
32 / 100 ⤴		
309 / 1215 →		
15 / 16 ⤵		
	32 / 10 ↰	8 / 0 ↑ 32 / 11 ↱

5 Nohl Ranch Road/Serrano Avenue

229 / 81 ↲	91 / 139 ↳	
		↱ 107 / 105
		← 917 / 407
186 / 89 ⤴		
288 / 1160 →		

6 Project Driveway/Serrano Avenue

16 / 14 ↲	5 / 5 ↳	
		↱ 5 / 5
		← 1079 / 510
9 / 9 ⤴		
348 / 1301 →		

7 Pegasus Street/Serrano Avenue

		← 1067 / 500
		↰ 5 / 0
344 / 1291 →		
4 / 10 ⤵		
	12 / 10 ↰	6 / 3 ↱

8 Calle Venado/Serrano Avenue

7 / 3 ↲	0 / 3 ↳	
		↱ 7 / 13
		← 1062 / 500
9 / 22 ⤴		
342 / 1269 →		

9 Canyon Rim Road/Serrano Avenue

121 / 74 ↲	147 / 322 ↳	
		↱ 377 / 122
		← 739 / 500
133 / 87 ⤴		
386 / 1090 →		

LSA

FIGURE 7

LEGEND

XXX / YYY AM / PM Volume

Table F: General Plan Buildout (2035) Roadway LOS Comparison

Roadway Segment	Mid-Block Lanes	Capacity	General Plan Buildout	V/C	LOS
Nohl Ranch Road (Stage Coach Road to Serrano Avenue)	4D	37,500	4,954	0.13	A
Serrano Avenue (Kendra Drive to Nohl Ranch Road)	4D	37,500	17,891	0.48	A
Serrano Avenue (Nohl Ranch Road to Canyon Rim Road)	4D	37,500	17,407	0.46	A
Carnegie Avenue (Nohl Ranch Road to Calle Venado)	2U	12,500	693	0.06	A
Calle Venado (Carnegie Avenue to Serrano Avenue)	2U	12,500	422	0.03	A

LOS = level of service
V/C = volume-to-capacity

EFFECTS OF THE PROJECT

Trip Generation

The Nohl Ranch Condominiums project considers the demolition of the Serrano Center and construction of up to 60 residential dwelling units on the approximately 3-acre site. The daily and peak-hour trips for the project were generated using trip rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition (2017). The project trip generation being added to the roadway network is presented in Table G. As Table G shows, the 60 dwelling units are anticipated to generate 439 trips per day, of which 28 would occur in the a.m. peak hour and 34 would occur in the p.m. peak hour.

Table G: Existing Trips and Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates (Land Use Code)									
Multifamily Housing (220)[1]		DU	7.32	0.11	0.35	0.46	0.35	0.21	0.56
Project Trip Generation									
Nohl Ranch Condominiums (220)	60	DU	439	7	21	28	21	13	34
Existing Trip Generation to be Replaced[2]									
Serrano Center	Surveyed		(1,003)	(51)	(51)	(102)	(51)	(46)	(97)
School Traffic Diverted to Adjacent Intersections[3]									
Drop-off/Pick-up	Observed		126	20	20	40	0	0	0
Net New Trip Generation			**(438)**	**(24)**	**(10)**	**(34)**	**(30)**	**(33)**	**(63)**

[1] Trip rates referenced from the ITE *Trip Generation Manual,* 10th Edition (2017)
[2] Total trips observed at shopping center driveways
[3] Trips observed at shopping center driveways that would remain on the roadways with closure of the shopping center
ADT = average daily trips ITE = Institute of Transportation Engineers
DU = dwelling unit TSF = thousand square feet

Table G also shows the existing trips generated by the Serrano Center that will be removed from the roadway network. The Serrano Center is currently leasing space to a variety of commercial uses, including a grocery store, dry cleaner, professional services, professional offices, children's swim school, children's dance school, after-school tutoring, and children's day care. Rather than using ITE trip generation rates to estimate the trip generation for these various uses, LSA determined trip generation by counting vehicles entering and exiting the Serrano Center driveways. Driveway

surveys were conducted on a typical weekday (Wednesday, May 16, 2018) for a 24-hour period. The results of these surveys showed that the Serrano Center currently generates 1,003 trips per day, of which 102 occur in the a.m. peak hour and 97 occur in the p.m. peak hour, which is about 75 percent of the trips (i.e., compared to the trips estimated by ITE trip rates) that would be generated if the shopping center were fully occupied. It should be noted that the surveys revealed that the western driveway on Serrano Avenue (which would be closed by the proposed project) is used infrequently during the a.m. and p.m. peak hours.

As noted previously, some of the trips into and out of the Serrano Center driveways in the existing condition are the result of parents dropping off and picking up students of Anaheim Hills Elementary School. These trips will not be eliminated from the roadway network with the closure of the Serrano Center. In order to determine how many of the trips into the Serrano Center driveways will be redirected rather than eliminated, LSA conducted site visits and observed the Serrano Center at times of school drop-off and pick-up. Based on these observations, LSA estimated that approximately 20 vehicles were using the Serrano Center parking lot to drop off students (which occurs during the a.m. peak hour) and approximately 43 vehicles were using the Serrano Center parking lot to pick up students (which occurs outside of the p.m. peak hour). Because each vehicle generates both an inbound and outbound trip, school trips account for 126 trips per day, of which 40 occur in the a.m. peak hour, 86 occur outside of the peak commute hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.), and none occur in the p.m. peak hour.

As Table G shows, the townhome project trip generation would be less than the observed trip generation of the existing Serrano Center, even when taking into account school drop-off and pick-up trips into the shopping center. As such, the daily and peak-hour trip generation for the project is negative.

Trip Distribution and Assignment

Trip distribution defines the regional percentage origins/destinations for a project. To determine trip distribution for the proposed project, LSA considered the existing traffic patterns adjacent to the project site. The land uses surrounding the project site are largely residential, and residents of the proposed project are likely to have similar traffic patterns. Traffic from the project site was distributed 15 percent north, 60 percent west (and then south on Cannon Street), and 25 percent east.

Trips were assigned to travel paths based on accessibility of the site. As discussed in the Access Analysis section later in this report, left-turn movements will be prohibited in or out of the project driveway on Nohl Ranch Road with implementation of the project. As also discussed in the Access Analysis section, left-turn movements will be permitted at the project driveway on Serrano Avenue. Figure 8a illustrates the project trip assignment resulting from the subtraction of existing traffic generated by the Serrano Center and redirecting school trips currently terminating at the Serrano Center to terminate at the school instead. Figure 8b illustrates the project trip assignment for residential project trips accounting for future turn restrictions. Figure 8c illustrates the net trips resulting from the project. As Figure 8c shows, eliminating Serrano Center traffic and adding project traffic results in lower traffic volumes for most turn movements.

10 Cannon Street/Serrano Avenue: ← -18 / -16; -18 / -18 →

1 Nohl Ranch Road/Stage Coach Road: -28 / -28 ↓; -21 / -19 →

11 Cannon Street/Taft Avenue: -18 / -16 ←; -18 / -18 →

2 Nohl Ranch Road/Carnegie Avenue: -28 / -28 ↓; -21 / -19 →

12 Cannon Street/Santiago Cyn Road: -5 / -5 ↵; -3 / -2 ↓; -10 / -9 ↳; ← -10 / -10; -5 / -5 ↳; -3 / -3 →

3 Nohl Ranch Road/Project Driveway: -28 / -28 ↳; ← -21 / -19; ↵ -9 / -8; -9 / -9 ↱

4 Kendra Drive/Serrano Avenue: ← -25 / -22; -18 / -18 →

5 Nohl Ranch Road/Serrano Avenue: -9 / -8 ↵; ← -16 / -14; -9 / -9 ↱; -9 / -9 →

6 Project Driveway/Serrano Avenue: -16 / -14 ↵; -5 / -5 ↳; ← -5 / -5; -9 / -9 ↱

7 Pegasus Street/Serrano Avenue: ← -5 / -5; -5 / -5 →

8 Calle Venado/Serrano Avenue: ← -5 / -5; -5 / -5 →

9 Canyon Rim Road/Serrano Avenue: ← -5 / -5; -5 / -5 →

LSA

FIGURE 8a

LEGEND

XXX / YYY AM / PM Volume

Nohl Ranch Condominiums
Serrano Center Trip Assignment

P:\SRR1801\Figures\Figure 8a - Serrano Center2.xlsx (3/7/2019)

10 Cannon Street/Serrano Avenue

13 / 8
4 / 13

1 Nohl Ranch Road/Stage Coach Road

1 / 3
3 / 2

11 Cannon Street/Taft Avenue

13 / 8
4 / 13

2 Nohl Ranch Road/Carnegie Avenue

1 / 3
3 / 2

12 Cannon Street/Santiago Cyn Road

3 / 2 2 / 1 7 / 5
2 / 7
1 / 3
1 / 2

3 Nohl Ranch Road/Project Driveway

1 / 3
3 / 2
1 / 0
2 / 6

4 Kendra Drive/Serrano Avenue

13 / 8
4 / 13

5 Nohl Ranch Road/Serrano Avenue

1 / 3
1 / 0
13 / 8
2 / 6
2 / 6

6 Project Driveway/Serrano Avenue

13 / 8 5 / 3
2 / 5
3 / 9

7 Pegasus Street/Serrano Avenue

2 / 5
5 / 3

8 Calle Venado/Serrano Avenue

2 / 5
5 / 3

9 Canyon Rim Road/Serrano Avenue

2 / 5
5 / 3

LSA

FIGURE 8b

LEGEND

XXX / YYY AM / PM Volume

Nohl Ranch Condominiums
Residential Project Trip Assignment

P:\SRR1801\Figures\Figure 8b - Residential2.xlsx (5/23/2019)

10 Cannon Street/Serrano Avenue

-5 / -8
-14 / -5

1 Nohl Ranch Road/Stage Coach Road

-27 / -25
-18 / -17

11 Cannon Street/Taft Avenue

-5 / -8
-14 / -5

2 Nohl Ranch Road/Carnegie Avenue

-27 / -25
-18 / -17

12 Cannon Street/Santiago Cyn Road

-2 / -3
0 / -1
-3 / -5
-8 / -3
-4 / -2
-2 / 0

3 Nohl Ranch Road/Project Driveway

1 / 3
-28 / -28
-18 / -17
-9 / -8
1 / 0
-7 / -3

4 Kendra Drive/Serrano Avenue

-12 / -15
-14 / -5

5 Nohl Ranch Road/Serrano Avenue

-9 / -8
1 / 3
1 / 0
-3 / -6
-7 / -3
-7 / -3

6 Project Driveway/Serrano Avenue

-2 / -6
0 / -2
-3 / 0
-6 / 1

7 Pegasus Street/Serrano Avenue

-3 / 0
0 / -2

8 Calle Venado/Serrano Avenue

-3 / 0
0 / -2

9 Canyon Rim Road/Serrano Avenue

-3 / 0
0 / -1

LSA

FIGURE 8c

LEGEND

XXX / YYY AM / PM Volume

Nohl Ranch Condominiums
Net Project Trip Assignment

P:\SRR1801\Figures\Figure 8c - Project Volume2.xlsx (5/24/2019)

EXISTING PLUS PROJECT CONDITION

The project trips were added to the existing traffic volumes at the study intersections and roadway segments. Figure 9 shows the resulting Existing Plus Project a.m. and p.m. peak-hour traffic volumes.

Existing Plus Project Intersection Level of Service Analysis

Table H summarizes the results of the Existing Plus Project a.m. and p.m. peak-hour LOS analysis for all study area intersections. As Table H indicates, all study area intersections are anticipated to operate at an acceptable LOS (i.e., LOS D or better) in the a.m. and p.m. peak hours except for the intersections of Cannon Street/Serrano Avenue (Orange) and Cannon Street/Taft Avenue (Orange), which operate at unacceptable LOS in existing conditions.

Table H: Existing Plus Project Intersection LOS Summary

Study Area No.	Intersections	Existing				Plus Project				Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		V/C or Delay	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1	Nohl Ranch Rd./Stage Coach Rd.	0.319	A	0.274	A	0.313	A	0.267	A	(0.006)	(0.007)
2	Nohl Ranch Rd./Carnegie Ave. (u)	11.3 sec	B	10.4 sec	B	11.0 sec	B	10.2 sec	B	(0.3) sec	(0.2) sec
3	Nohl Ranch Rd./Project Dwy. (u)	9.2 sec	A	9.2 sec	A	9.1 sec	A	9.1 sec	A	(0.1) sec	(0.1) sec
4	Kendra Dr./Serrano Ave.	0.411	A	0.440	A	0.408	A	0.439	A	(0.003)	(0.001)
5	Nohl Ranch Rd./Serrano Ave.	0.593	A	0.427	A	0.581	A	0.422	A	(0.012)	(0.005)
6	Project Dwy./Serrano Ave. (u)	11.9 sec	B	9.9 sec	A	11.9 sec	B	9.9 sec	A	0.0 sec	0.0 sec
7	Pegasus St./Serrano Ave. (u)	12.3 sec	B	23.0 sec	C	12.3 sec	B	22.9 sec	C	0.0 sec	(0.1) sec
8	Calle Venado/Serrano Ave. (u)	11.7 sec	B	17.6 sec	C	11.7 sec	B	17.5 sec	C	0.0 sec	(0.1)sec
9	Canyon Rim Rd./Serrano Ave.	0.488	A	0.420	A	0.487	A	0.420	A	(0.001)	0.000
10	Cannon St./Serrano Ave. (o)	0.816	D	0.991	E	0.814	D	0.988	E	(0.002)	(0.003)
11	Cannon St./Taft Ave. (o)	0.946	E	0.957	E	0.945	E	0.956	E	(0.001)	(0.001)
12	Cannon St./Santiago Cyn Rd. (o)	0.761	C	0.774	C	0.761	C	0.772	C	0.000	(0.002)

LOS = level of service
sec = seconds
(o) = City of Orange jurisdiction
(u) = unsignalized, worst approach delay shown
V/C = volume-to-capacity

Based on empirical data collected at the driveways of the existing retail center, the project is forecast to generate less traffic. As a result of generating less traffic, the project is forecast to reduce v/c ratios and delay at the intersections included in the study area. Based on the City's criteria for determining significant traffic impacts (i.e., City of Anaheim criteria for intersections in Anaheim and City of Orange criteria for intersections in Orange as described in the Methodology section of this report), the proposed project is not expected to result in a significant impact at any of the study area intersections.

Existing Plus Project Roadway Segment Level of Service Analysis

Table I summarizes the daily traffic volumes and v/c ratios for the five study area roadway segments with the addition of project traffic. As Table I illustrates, all study area roadway segments operate at an acceptable LOS (i.e., LOS C or better).

10 Cannon Street/Serrano Avenue

	1422 / 758 ↓	46 / 127 ↳
		↱ 177 / 63
		↰ 1176 / 368
594 / 1192 ↑		306 / 1468 ↱

1 Nohl Ranch Road/Stage Coach Road

58 / 156 ↲	265 / 403 ↓	
191 / 85 ↱		
2 / 3 ↴		
	4 / 4 ↰	
	513 / 307 ↑	

11 Cannon Street/Taft Avenue

159 / 168 ↲	2524 / 979 ↓	0 / 1 ↳
		← 0 / 1
		↰ 2 / 0
136 / 403 ↱		
1 / 1 →		
160 / 44 ↴		
	44 / 62 ↰	
	693 / 2268 ↑	0 / 1 ↱

2 Nohl Ranch Road/Carnegie Avenue

246 / 180 ↓	3 / 11 ↳	
		↱ 15 / 10
		↰ 35 / 9
	228 / 239 ↑	8 / 12 ↱

12 Cannon Street/Santiago Cyn Road

700 / 319 ↲	462 / 159 ↓	1502 / 504 ↳
		↱ 319 / 1206
		← 479 / 935
		↰ 16 / 12
266 / 691 ↱		
826 / 424 →		
78 / 94 ↴		
	173 / 97 ↰	
	155 / 487 ↑	18 / 7 ↱

3 Nohl Ranch Road/Project Driveway

309 / 217 ↓		
		↱ 3 / 2
	255 / 268 ↑	2 / 6 ↱

4 Kendra Drive/Serrano Avenue

115 / 64 ↲	15 / 2 ↓	110 / 36 ↳
		↱ 35 / 57
		← 829 / 354
		↰ 12 / 18
32 / 100 ↱		
257 / 1134 →		
15 / 16 ↴		
	32 / 10 ↰	
	8 / 0 ↑	32 / 11 ↱

5 Nohl Ranch Road/Serrano Avenue

194 / 98 ↲	78 / 122 ↳	
		↱ 90 / 117
		← 715 / 332
136 / 109 ↱		
266 / 1068 →		

6 Project Driveway/Serrano Avenue

14 / 8 ↲	5 / 3 ↳	
		↱ 2 / 5
		← 862 / 453
3 / 10 ↱		
319 / 1192 →		

7 Pegasus Street/Serrano Avenue

		← 847 / 443
		↰ 5 / 0
315 / 1180 →		
4 / 10 ↴		
	12 / 10 ↰	
	6 / 3 ↑	↱

8 Calle Venado/Serrano Avenue

7 / 3 ↲	0 / 3 ↳	
		↱ 7 / 13
		← 842 / 443
9 / 22 ↱		
313 / 1158 →		

9 Canyon Rim Road/Serrano Avenue

113 / 64 ↲	130 / 168 ↳	
		↱ 362 / 101
		← 582 / 413
149 / 84 ↱		
307 / 1026 →		

LSA

FIGURE 9

LEGEND

XXX / YYY AM / PM Volume

Nohl Ranch Condominiums
Existing Plus Project Volume

P:\SRR1801\Figures\Figure 9 - Existing Plus Project Volume2.xlsx (5/24/2019)

Table I: Existing Plus Project Roadway LOS Comparison

Roadway Segment	Mid-Block Lanes	Capacity	Existing	V/C	LOS	Plus Project	V/C	LOS	Change
Nohl Ranch Road (Stage Coach Road to Serrano Avenue)	4D	37,500	5,599	0.15	A	5,182	0.14	A	(0.01)
Serrano Avenue (Kendra Drive to Nohl Ranch Road)	4D	37,500	14,121	0.38	A	14,196	0.38	A	0.00
Serrano Avenue (Nohl Ranch Road to Canyon Rim Road)	4D	37,500	14,013	0.37	A	14,023	0.37	A	0.00
Carnegie Avenue (Nohl Ranch Road to Calle Venado)	2U	12,500	695	0.06	A	695	0.06	A	0.00
Calle Venado (Carnegie Avenue to Serrano Avenue)	2U	12,500	424	0.03	A	424	0.03	A	0.00

LOS = level of service
V/C = volume-to-capacity ratio

PROJECT OPENING YEAR (2022) PLUS PROJECT CONDITION

Traffic generated by the project was added to the Project Opening Year (2022) traffic volumes at each study area intersection and roadway segment. Figure 10 illustrates the resulting Project Opening Year (2022) plus project a.m. and p.m. peak-hour traffic volumes.

Project Opening Year (2022) Plus Project Intersection Level of Service Summary Analysis

Table J summarizes the results of the Project Opening Year (2022) plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. As Table J indicates, all study area intersections are anticipated to operate at an acceptable LOS (i.e., LOS D or better) in the a.m. and p.m. peak hours except for the intersections of Cannon Street/Serrano Avenue (Orange) and Cannon Street/Taft Avenue (Orange), which operate at unacceptable LOS in existing conditions.

Table J: Project Opening Year (2022) Plus Project Intersection LOS Summary

Study Area No.	Intersections	Baseline				Plus Project				Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		V/C or Delay	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1	Nohl Ranch Rd./Stage Coach Rd.	0.329	A	0.276	A	0.324	A	0.276	A	(0.005)	0.000
2	Nohl Ranch Rd./Carnegie Ave. (u)	11.4 sec	B	13.8 sec	B	11.2 sec	B	10.3 sec	B	(0.2) sec	(3.5) sec
3	Nohl Ranch Rd./Project Dwy. (u)	9.2 sec	A	9.3 sec	A	9.1 sec	A	9.2 sec	A	(0.1) sec	(0.1) sec
4	Kendra Dr./Serrano Ave.	0.426	A	0.454	A	0.422	A	0.454	A	(0.004)	0.000
5	Nohl Ranch Rd./Serrano Ave.	0.615	B	0.437	A	0.602	B	0.437	A	(0.013)	0.000
6	Project Dwy./Serrano Ave. (u)	12.1 sec	B	10.0 sec	B	12.1 sec	B	9.9 sec	A	0.0 sec	(0.1) sec
7	Pegasus St./Serrano Ave. (u)	12.5 sec	B	24.2 sec	C	12.5 sec	B	24.1 sec	C	0.0 sec	(0.1) sec
8	Calle Venado/Serrano Ave. (u)	11.9 sec	B	18.3 sec	C	11.9 sec	B	18.3 sec	C	0.0 sec	0.0 sec
9	Canyon Rim Rd./Serrano Ave.	0.505	A	0.435	A	0.504	A	0.435	A	(0.001)	0.000
10	Cannon St./Serrano Ave. (o)	0.849	D	1.026	F	0.848	D	1.026	F	(0.001)	0.000
11	Cannon St./Taft Ave. (o)	0.986	E	0.996	E	0.984	E	0.996	E	(0.002)	0.000
12	Cannon St./Santiago Cyn Rd. (o)	0.795	C	0.815	D	0.795	C	0.815	D	0.000	0.000

LOS = level of service
sec = seconds
(o) = City of Orange jurisdiction
(u) = unsignalized, worst approach delay shown
V/C = volume-to-capacity

10 Cannon Street/Serrano Avenue

	1490 / 821	48 / 132
		184 / 66
		1223 / 383
	645 / 1254	319 / 1527

1 Nohl Ranch Road/Stage Coach Road

60 / 162	277 / 420	
199 / 88		4 / 4
2 / 3		534 / 320

11 Cannon Street/Taft Avenue

165 / 175	2636 / 1051	0 / 1
		0 / 1
		2 / 0
141 / 419	46 / 64	
1 / 1	748 / 2373	0 / 1
166 / 46		

2 Nohl Ranch Road/Carnegie Avenue

257 / 188	3 / 11	
		16 / 10
		36 / 9
	238 / 249	8 / 12

12 Cannon Street/Santiago Cyn Road

728 / 332	480 / 165	1573 / 557
		359 / 1268
		546 / 997
		18 / 12
277 / 719	180 / 101	
879 / 500	161 / 506	19 / 8
81 / 98		

3 Nohl Ranch Road/Project Driveway

321 / 226	1 / 1	
		4 / 3
	265 / 279	2 / 6

4 Kendra Drive/Serrano Avenue

120 / 67	16 / 2	114 / 37
		36 / 59
		863 / 369
		12 / 19
33 / 104	33 / 10	
268 / 1180	8 / 0	33 / 11
16 / 17		

5 Nohl Ranch Road/Serrano Avenue

202 / 102	81 / 127	
		94 / 122
		744 / 346
142 / 113		
277 / 1111		

6 Project Driveway/Serrano Avenue

15 / 9	5 / 3	2 / 5
		896 / 471
3 / 10		
332 / 1240		

7 Pegasus Street/Serrano Avenue

		881 / 461
		5 / 0
328 / 1227	12 / 10	6 / 3
4 / 10		

8 Calle Venado/Serrano Avenue

7 / 3	0 / 3	7 / 14
		876 / 461
9 / 23		
326 / 1204		

9 Canyon Rim Road/Serrano Avenue

118 / 67	135 / 175	376 / 105
		605 / 430
155 / 87		
319 / 1067		

LSA

FIGURE 10

LEGEND

XXX / YYY AM / PM Volume

Nohl Ranch Condominiums
Project Opening Year (2022) Plus Project Volume

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Based on empirical data collected at the driveways of the existing retail center, the project is forecast to generate less traffic. As a result of generating less traffic, the project is forecast to reduce v/c ratios and delay at the intersections included in the study area. Based on the City's criteria for determining significant traffic impacts (i.e., City of Anaheim criteria for intersections in Anaheim and City of Orange criteria for intersections in Orange), the proposed project is not expected to result in a significant impact at any of the study area intersections.

Project Opening Year (2022) Plus Project Roadway Segment Level of Service Analysis

Table K summarizes the daily traffic volumes and v/c ratios for the five study area roadway segments with the addition of project traffic. As Table K illustrates, all study area roadway segments operate at an acceptable LOS (i.e., LOS C or better).

Table K: Project Opening Year (2022) Plus Project Roadway LOS Comparison

Roadway Segment	Mid-Block Lanes	Capacity	Baseline	V/C	LOS	Plus Project	V/C	LOS	Change
Nohl Ranch Road (Stage Coach Road to Serrano Avenue)	4D	37,500	5,823	0.16	A	5,406	0.14	A	(0.02)
Serrano Avenue (Kendra Drive to Nohl Ranch Road)	4D	37,500	14,686	0.39	A	14,761	0.39	A	0.00
Serrano Avenue (Nohl Ranch Road to Canyon Rim Road)	4D	37,500	14,574	0.39	A	14,584	0.39	A	0.00
Carnegie Avenue (Nohl Ranch Road to Calle Venado)	2U	12,500	723	0.06	A	723	0.06	A	0.00
Calle Venado (Carnegie Avenue to Serrano Avenue)	2U	12,500	441	0.04	A	441	0.04	A	0.00

LOS = level of service
V/C = volume-to-capacity ratio

GENERAL PLAN BUILDOUT (2035) PLUS PROJECT CONDITION

This study found that that the Serrano Center experiences additional a.m. peak-hour trips due to its proximity to a school and that the Serrano Center generates approximately 75 percent of the p.m. peak-hour trip generation of a fully occupied center (i.e., when empirical trip generation data are compared to the trip generation predicted by ITE trip rates) in the existing condition. However, in ATAM and General Plan conditions, the Serrano Center would have the potential to generate traffic as a fully occupied shopping center. Table L presents the trip generation comparison under these conditions. Net project trips were added to the study area resulting in the General Plan (2035) Plus Project traffic volumes illustrated on Figure 11.

General Plan Buildout (2035) Plus Project Intersection Level of Service Summary Analysis

Table M summarizes the results of the General Plan (2035) plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. As Table M indicates, all study area intersections are anticipated to operate at an acceptable LOS (i.e., LOS D or better) in the a.m. and p.m. peak hours with roadway improvements planned by General Plan Buildout.

10 Cannon Street/Serrano Avenue

	1779 / 1901	46 / 127
	↓	↳
1321 / 1534 →		
315 / 1459 ↱		
↰ 177 / 63		
↶ 1189 / 355		

1 Nohl Ranch Road/Stage Coach Road

59 / 175	263 / 338	
↲	↓	
206 / 78 ↱		
3 / 4 ↴		
↰ 4 / 4	↑ 489 / 233	

11 Cannon Street/Taft Avenue

159 / 168	2894 / 2109	0 / 1
↲	↓	↳
136 / 403 ↴		
1 / 1 →		
160 / 44 ↴		
↰ 44 / 62	↑ 1429 / 2601	↱ 0 / 1
← 0 / 1		
↶ 2 / 0		

2 Nohl Ranch Road/Carnegie Avenue

300 / 160	3 / 11	
↓	↳	
↰ 284 / 198	↱ 8 / 12	
↰ 15 / 10		
↶ 35 / 9		

12 Cannon Street/Santiago Cyn Road

576 / 372	537 / 223	1919 / 1518
↲	↓	↳
156 / 496 ↴		
726 / 993 →		
67 / 143 ↴		
↰ 138 / 145	↑ 169 / 467	↱ 49 / 56
↰ 1151 / 1752		
← 1321 / 847		
↶ 147 / 33		

3 Nohl Ranch Road/Project Driveway

349 / 212		
↓		
↰ 296 / 243	↱ 7 / 1	
↰ 3 / 2		

4 Kendra Drive/Serrano Avenue

115 / 64	15 / 2	110 / 36
↲	↓	↳
32 / 100 ↴		
304 / 1201 →		
15 / 16 ↴		
↰ 32 / 10	↑ 8 / 0	↱ 32 / 11
↰ 35 / 57		
← 1072 / 380		
↶ 12 / 18		

5 Nohl Ranch Road/Serrano Avenue

226 / 66	92 / 142	
↲	↳	
184 / 81 ↴		
286 / 1152 →		
↰ 108 / 105		
← 925 / 389		

6 Project Driveway/Serrano Avenue

13 / 8	5 / 3	
↲	↳	
8 / 4 ↴		
348 / 1301 →		
↰ 4 / 2		
← 1079 / 510		

7 Pegasus Street/Serrano Avenue

		← 1066 / 497
		↶ 5 / 0
347 / 1286 →		
4 / 10 ↴		
↰ 12 / 10	↱ 6 / 3	

8 Calle Venado/Serrano Avenue

7 / 3	0 / 3	
↲	↳	
9 / 22 ↴		
345 / 1264 →		
↰ 7 / 13		
← 1061 / 497		

9 Canyon Rim Road/Serrano Avenue

121 / 74	147 / 322	
↲	↳	
133 / 87 ↴		
389 / 1085 →		
↰ 377 / 122		
← 738 / 497		

LSA

FIGURE 11

LEGEND

XXX / YYY AM / PM Volume

Nohl Ranch Condominiums
General Plan (2035) Plus Project Volume

P:\SRR1801\Figures\Figure 11 - General Plan Plus Project Volume2.xlsx (5/24/2019)

Table L: General Plan Buildout Trip Generation Comparison

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates (Land Use Code)									
Multifamily Housing (220)[1]		DU	7.32	0.11	0.35	0.46	0.35	0.21	0.56
Shopping Center (820)[1]		TSF	37.75	0.58	0.36	0.94	1.83	1.98	3.81
Project Trip Generation									
Nohl Ranch Condominiums (220)	60	DU	439	7	21	28	21	13	34
Existing Trip Generation to Be Replaced									
Serrano Center (820)	42.526	TSF	1,605	25	15	40	78	84	162
Net New Trip Generation			**(1,166)**	**(18)**	**6**	**(12)**	**(57)**	**(71)**	**(128)**

[1] Trip rates referenced from the ITE *Trip Generation Manual,* 10th Edition (2017).
ADT = average daily trips ITE = Institute of Transportation Engineers
DU = dwelling unit TSF = thousand square feet

Table M: General Plan (2035) Plus Project Intersection LOS Summary

Study Area No.	Intersections	Baseline				Plus Project				Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		V/C or Delay	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1	Nohl Ranch Rd./Stage Coach Rd.	0.316	A	0.261	A	0.315	A	0.249	A	(0.001)	(0.012)
2	Nohl Ranch Rd./Carnegie Ave. (u)	11.9 sec	B	10.2 sec	B	11.8 sec	B	9.9 sec	A	(0.1) sec	(1.6) sec
3	Nohl Ranch Rd./Project Dwy. (u)	9.4 sec	A	9.2 sec	A	9.3 sec	A	9.0 sec	A	(0.1) sec	(0.2) sec
4	Kendra Dr./Serrano Ave.	0.478	A	0.463	A	0.479	A	0.459	A	0.001	(0.004)
5	Nohl Ranch Rd./Serrano Ave.	0.714	C	0.439	A	0.714	C	0.431	A	0.000	(0.008)
6	Project Dwy./Serrano Ave. (u)	13.3 sec	B	10.1 sec	B	13.2 sec	B	10.1 sec	B	(0.1) sec	0.0 sec
7	Pegasus St./Serrano Ave. (u)	13.2 sec	B	25.8 sec	D	13.2 sec	B	25.7 sec	D	0.0 sec	(0.1) sec
8	Calle Venado/Serrano Ave. (u)	13.0 sec	B	19.7 sec	C	11.1 sec	B	19.7 sec	C	(1.9) sec	0.0 sec
9	Canyon Rim Rd./Serrano Ave.	0.535	A	0.487	A	0.535	A	0.486	A	0.000	(0.001)
10	Cannon St./Serrano Ave. (o)	0.746	C	0.558	A	0.749	C	0.554	A	0.003	(0.004)
11	Cannon St./Taft Ave. (o)	0.753	C	0.801	D	0.755	C	0.798	C	0.002	(0.003)
12	Cannon St./Santiago Cyn Rd. (o)	0.795	C	0.818	D	0.795	C	0.813	D	0.000	(0.005)

LOS = level of service (u) = unsignalized, worst approach delay shown
sec = seconds V/C = volume-to-capacity
(o) = City of Orange jurisdiction

Based on empirical data collected at the driveways of the existing retail center, the project is forecast to generate less traffic. As a result of generating less traffic, the project is forecast to reduce v/c ratios and delay at the intersections included in the study area. Based on the City's criteria for determining significant traffic impacts (i.e., City of Anaheim criteria for intersections in Anaheim and City of Orange criteria for intersections in Orange), the proposed project is not expected to result in a significant impact at any of the study area intersections.

General Plan (2035) Plus Project Roadway Segment Level of Service Analysis

Daily roadway traffic volumes were developed from intersection turn movements using the same methodology discussed for General Plan (2035) roadway volumes. Table N summarizes the daily traffic volumes and v/c ratios for the five study area roadway segments, with the addition of project traffic. As Table N illustrates, all study area roadway segments operate at an acceptable LOS (i.e., LOS C or better).

Table N: General Plan (2035) Plus Project Roadway LOS Comparison

Roadway Segment	Mid-Block Lanes	Capacity	Baseline	V/C	LOS	Plus Project	V/C	LOS	Change
Nohl Ranch Road (Stage Coach Road to Serrano Avenue)	4D	37,500	4,954	0.13	A	4,202	0.11	A	(0.02)
Serrano Avenue (Kendra Drive to Nohl Ranch Road)	4D	37,500	17,891	0.48	A	17,386	0.46	A	(0.02)
Serrano Avenue (Nohl Ranch Road to Canyon Rim Road)	4D	37,500	17,407	0.46	A	17,325	0.46	A	0.00
Carnegie Avenue (Nohl Ranch Road to Calle Venado)	2U	12,500	693	0.06	A	693	0.06	A	0.00
Calle Venado (Carnegie Avenue to Serrano Avenue)	2U	12,500	422	0.03	A	422	0.03	A	0.00

LOS = level of service
V/C = volume-to-capacity ratio

SPECIAL CONSIDERATIONS

Access Analysis

Serrano Avenue Driveway

Figure 2 shows that the project would close the western driveway on Serrano Avenue and would not alter the location of the eastern driveway. Left-turn movements into and out of the driveways on Serrano Avenue are supported by a two-way left-turn median on Serrano Avenue. The two-way left-turn median provides a space for vehicles turning into a driveway to wait out of the flow of traffic before turning into the driveway. Similarly, vehicles turning left out of a driveway can complete their turn in two parts: (1) entering the two-way left-turn median during an appropriate gap in westbound traffic, and (2) exiting the two-way left-turn median into travel lanes during an appropriate gap in eastbound traffic.

At the eastern driveway, however, the two-way left-turn median is also used by vehicles turning left out of Pegasus Street. The distance between the eastern driveway and Pegasus Street is approximately 75 ft. This is sufficient distance to accommodate two vehicles, but it is also close enough to warrant considering the likelihood that two vehicles would enter at the same time from opposite directions. Adequate sight distance is provided at this location, and vehicles exiting Pegasus Street and vehicles exiting the project driveway can see each other.

Pegasus Street serves a neighborhood of 33 homes. The traffic volume generated by 33 homes is relatively low as evidenced from the existing traffic volume data. The existing traffic data showed a maximum of 12 left-turns from this neighborhood in the busiest hour (i.e., the a.m. peak hour). This equates to one vehicle every 5 minutes entering the two-way left-turn median during the highest 1-hour period of the day. The analysis presented above estimated that during the a.m. peak hour, the proposed project would generate five outbound trips headed eastbound on Serrano Avenue.

This equates to one vehicle every 12 minutes entering the two-way left-turn median. The infrequency of use by vehicles in either direction makes it less likely that two vehicles would use the lane simultaneously.

The use of the two-way left-turn median by vehicles coming from Pegasus Street would not change as a result of the project. The estimated volume of vehicles that would enter the two-way left-turn median from the project driveway is similar to the existing volume. LSA queried collision statistics to determine whether the spacing between the two points accessing the two-way left-turn median presents an issue. LSA examined the Statewide Integrated Traffic Records System (SWITRS) data within the Transportation Injury Mapping System (TIMS) for 2011–2017. During this period, there were no reported collisions at Pegasus Street or the Serrano Center driveway. Given the low frequency of use of the two-way left-turn median and the lack of collisions historically from similar traffic volumes, LSA recommends that full access at the eastern driveway remain as it is in the existing condition and as analyzed in this report.

Neighborhood Traffic

Access to the driveway on Nohl Ranch Road is to be limited to right-in/right-out with implementation of the project. Left turns out of the project driveway on Serrano Avenue could continue as they do in the existing condition. Figure 12 illustrates the paths of travel possible to and from the project site. As Figure 12 shows, travel to and from the site would not require travel through residential neighborhoods except in one scenario. The analysis above demonstrates that the project driveway on Serrano Avenue is anticipated to operate at a satisfactory level of service. Because excess delay for exiting vehicles is not anticipated at this driveway, it is anticipated that most drivers traveling east on Serrano Avenue would choose the shorter path and turn left out of the driveway. However, in a worst case where residents choose to not turn left out of the project driveway onto Serrano Avenue, then travel along Carnegie Avenue and Calle Venado would be necessary to travel eastbound on Serrano Avenue because no westbound left-turn lane is provided at the intersection of Nohl Ranch Road/Serrano Avenue, and U-turns are explicitly prohibited at this location. All other movements to or from the project site would occur along arterial roadways.

Table O compares intersection performance in the project opening year under a theoretical condition where traffic exiting the project and traveling east uses Carnegie Avenue and Calle Venado. Table P presents roadway v/c ratios under the same theoretical condition.

Table O: Project Opening Year (2022) With Worst-Case Neighborhood Traffic Intersection LOS Summary

Study Area No.	Intersections	Baseline				Plus Project				Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		V/C or Delay	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
2	Nohl Ranch Road/Carnegie Avenue (u)	11.4 sec	B	13.8 sec	B	11.2 sec	B	10.3 sec	B	(0.2) sec	(3.5) sec
8	Calle Venado/Serrano Avenue (u)	11.9 sec	B	18.3 sec	C	17.5 sec	C	21.3 sec	C	5.6 sec	3.0 sec

LOS = level of service (u) = unsignalized, worst approach delay shown
sec = seconds V/C = volume-to-capacity

LSA

LEGEND

- Inbound Access from East
- Inbound Access from West
- Inbound Access from North
- Outbound Access to East
- Outbound Access to West
- Outbound Access to North

N

0 100 200

FEET

SOURCE: Google Earth, 2018

I:\SRR1801\G\Proj_Site_Travel_Access.cdr (7/19/2018)

FIGURE 12

Nohl Ranch Condominiums

Travel Paths To and From the Project Site

Table P: Project Opening Year (2022) With Worst-Case Neighborhood Traffic Roadway LOS Comparison

Roadway Segment	Mid-Block Lanes	Capacity	Baseline	V/C	LOS	Plus Project	V/C	LOS	Change
Carnegie Avenue (Nohl Ranch Road to Calle Venado)	2U	12,500	723	0.06	A	778	0.06	A	0.00
Calle Venado (Carnegie Avenue to Serrano Avenue)	2U	12,500	441	0.04	A	496	0.04	A	0.00

LOS = level of service
V/C = volume-to-capacity ratio

The analysis above demonstrates that with the addition of project trips using Carnegie Avenue and Calle Venado to travel eastbound on Serrano Avenue, the intersections of Nohl Ranch Road/ Carnegie Avenue and Calle Venado/Serrano Avenue would operate at an acceptable LOS. The analysis also showed that daily traffic volume on Carnegie Avenue and Calle Venado would be well below the capacity of a two-lane undivided roadway. However, these would still represent trips through a neighborhood that neither originate from nor are destined to the neighborhood.

The City's *Criteria for Preparation of Traffic Impact Studies* do not provide thresholds for determining when traffic added to neighborhood streets represents an impact. In the worst-case scenario where all outbound trips traveling eastbound on Serrano Avenue use Carnegie Avenue and Calle Venado, Table P shows that the project would result in potentially up to 55 additional daily trips. This represents less 0.5 percent of the capacity of the roadway. During the peak hour, the project would result in five additional trips, again representing less than 0.5 percent of the capacity of a travel lane. Given the low capacity of use by the project, it appears that the potential to impact the roadways is low.

School Parking

As Figure 1 shows, the project site is located near Anaheim Hills Elementary School. The Serrano Center parking lot is currently used by some parents to park while dropping off or picking up students at Anaheim Hills Elementary School. While the Serrano Center is not obligated to provide parking for off-site uses and signs are posted at the parking lot entrances indicating that parking is for the Serrano Center only, the public parks within this lot under the assumption they are visiting businesses within the Serrano Center as well. As the public will not be permitted to park within the Nohl Ranch Condominiums, the school drop-off/pick-up activity occurring today will not continue in the future. This report analyzes the special consideration of the elimination of school parking on the site.

Similar to many areas adjacent to schools, Serrano Avenue experiences brief periods of high traffic volume and queueing around the beginning and end of the school day. LSA performed site visits at the beginning and end of the school day to identify how many school trips would need to be accounted for in the analysis of project traffic conditions. During those site visits, LSA also made notes on school conditions. This section presents those observations for informational purposes because the school is an adjacent land use.

Anaheim Hills Elementary School has a driveway on Serrano Avenue approximately 310 ft west of the intersection of Nohl Ranch Road/Serrano Avenue. The school provides approximately 900 ft of queuing space (holding approximately 36 vehicles) inside the property for vehicles dropping off or picking up students. When queues exceed the internal storage, vehicles begin to queue on Serrano Avenue. Eastbound Serrano Avenue has a right-turn pocket leading to the school driveway that has approximately 180 ft of storage, which is enough room for seven cars. Westbound Serrano Avenue has a two-way left-turn median with sufficient room for six vehicles. When queues exceed this storage outside of travel lanes, vehicles begin to impact other movements. Eastbound traffic on Serrano Avenue has approximately 485 ft from the school driveway to Kendra Drive. This provides space for an additional 12 vehicles that would block one of the two through lanes. On westbound Serrano Avenue, an additional 2 vehicles cross the double yellow lines of the two-way left-turn median (an area normally functioning as the bay taper for eastbound left turns onto Nohl Ranch Road), then 4 more vehicles could queue in one of the two through lanes before reaching the intersection of Nohl Ranch Road/Serrano Avenue.

Some vehicles were observed traveling westbound on Serrano Avenue, then making a U-turn at Kendra Drive to join the eastbound right-turn queue into the school. This may have been because the eastbound direction has more space for vehicles to queue. It may also be because right-turning vehicles are not delayed by through traffic and the eastbound right-turn queue moves with greater frequency than the westbound left-turn queue.

Anaheim Hills Elementary School begins instruction for all K-6 students at 8:00 a.m. At 7:40 a.m., a maximum of three vehicles were waiting in the westbound left-turn queue on Serrano Avenue. Between 7:45 a.m. and 7:55 a.m., the westbound left-turn queue filled all available space in the two-way left-turn median with one vehicle extending into the through travel lane. By 8:00 a.m., however, this queue had receded to a single vehicle waiting to turn left. A queue for eastbound right-turning traffic was observed but not quantified. Some vehicles arrived and parked at the Serrano Center before school started. About half of the vehicles using the Serrano Center parking lot arrived between 7:50 a.m. and 7:55 a.m. The remainder of the arrivals were evenly split between the 5-minute period before and the 5-minute period after this.

Instruction ends at 2:20 p.m. for all K-6 students. By 2:20 p.m., the queues on Serrano Avenue were 4 vehicles in the westbound direction and 6 vehicles in the eastbound direction. By 2:25 p.m., the queues reached their peak at 9 vehicles in the westbound direction (i.e., 1 vehicle extending into the through travel lane) and 10 vehicles in the eastbound direction (i.e., at least 3 vehicles extending into the through travel lane). Queues were contained within the turn lanes by 2:30 p.m., and no vehicles were queued onto Serrano Avenue by 2:35 p.m. More vehicles parked at the Serrano Center after school than before school. Some vehicles had arrived by 2:05 p.m., and vehicles continued to arrive until 2:30 p.m. It should be noted that some of the parents who parked at the Serrano Center may have picked up students from the school and walked them to the Serrano Center to one of the children-oriented businesses located in the shopping center.

The traffic impact analysis for the project (i.e., the construction of 60 residential dwelling units) took into account the redirection of school traffic volume from the Serrano Center to the school. The LOS analysis concluded that the study intersections would function at acceptable levels with project traffic and the redirection of school traffic. It is difficult, however, to quantify the effects on

queueing because drop-off and pick-up activity can redistribute itself temporally. Drivers typically arriving at a particular time may choose to arrive earlier or later in response to queueing and time spent waiting. Queues may rebalance to existing levels.

Vehicle Miles Traveled

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA Guidelines for use. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT). Lead agencies are allowed to opt-in to the revised transportation guidelines, but the new guidelines must be used starting July 1, 2020. The City has not adopted revised traffic impact analysis guidelines, and analysis of vehicle LOS, as provided above, remains the appropriate method for determining a project's transportation impact. However, a disclosure of the project's effect on VMT is provided here for informational purposes.

The California Emissions Estimator Model (CalEEMod) is a sketch model used statewide to estimate pollutant and greenhouse gas emissions for various aspects of construction and operation of a proposed project. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research 2018) identifies sketch models (and CalEEMod specifically) as potential tools for analyzing a project's VMT. The air quality analysis used the trip generation identified in Table G to analyze the emissions produced by vehicles traveling to/from the Serrano Center and the emissions produced by vehicles traveling to/from the project. These calculations include estimates of VMT in existing conditions and with the project. Table Q provides a comparison of VMT.

Table Q: Project Effect on Vehicle Miles Traveled

	Annual VMT
Existing Serrano Center	3,130,943
Proposed Nohl Ranch Condominiums	1,325,859
Net Change	**(1,805,084)**

VMT = vehicle miles traveled

As Table Q shows, the project is anticipated to produce lower VMT than the existing land use. California Public Resources Code Section 15064.3(b)(1) states that projects that decrease VMT compared to existing conditions would be presumed to have a less than significant transportation impact. While significance criteria for impacts related to VMT are not yet adopted by the City, when significance criteria are adopted, and if those significance criteria are consistent with State law, then the proposed project would likely be determined to have a less than significant impact.

CONCLUSION

This traffic analysis considered the effects of closing the Serrano Center and constructing in its place 60 townhome dwelling units on nine intersections and five roadway segments near the project site. The analysis also considered the effect of redirecting school drop-off and pick-up parking that occurs

on the site. Serrano Center trip generation was calculated from traffic volume observed at the center's driveways. School-related activity at the Serrano Center was observed. Even accounting for the number of school trips, which would be redirected along and not eliminated from the roadway network, the proposed project would generate fewer trips than the existing uses.

The impact analysis concluded that the project is not anticipated to result in a significant traffic impact at any study intersection or roadway segment. No CMP facilities are located in the vicinity of the project.

The traffic analysis further examined access to the site. Full access is currently provided onto Serrano Avenue. Some vehicles exiting the eastern driveway on Serrano Avenue would likely be destined for eastbound Serrano Avenue and would turn left if full access is preserved. Traffic volume turning left from the adjacent Pegasus Street is low, and left-turning traffic from the project driveway is anticipated to be similar to existing conditions. The opportunity for conflict from these two low-volume movements is low. This is supported by the lack of reported collision data at this location. Given the absence of reported collisions at this location, this traffic analysis recommended preserving full access on Serrano Avenue.

If left turns from the project driveway onto Serrano Avenue are prohibited, this could result in some traffic traveling through the neighborhood along Carnegie Avenue and Calle Venado to travel eastbound on Serrano Avenue. This traffic volume would use less than 0.5 percent of the capacity of the roadways. Intersection performance that was analyzed using this scenario determined that the intersections would continue to function at a satisfactory LOS.

The traffic analysis provided an informational item describing queuing on Serrano Avenue during school start and end times. School queues extend off site and can temporarily block one of the two through lanes in either direction. Existing queuing is limited to approximately 15 minutes before or after school. Redirecting school traffic from the Serrano Center to the school may extend the amount of time queueing occurs, or vehicles may spread out their arrival times to readjust queues.

The traffic analysis included an assessment of project-generated VMT. The analysis found that the proposed project is estimated to generate lower VMT than the Serrano Center it would replace. Because the project would result in decreased VMT, the CEQA Guidelines suggest that if VMT-based significance criteria were adopted by the City, the project would be found to have a less than significant impact.

REFERENCES

City of Anaheim. *Criteria for Preparation of Traffic Impact Studies.*

City of Orange. 2007. *Traffic Impact Analysis Guidelines.* August 15.

Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA.* December.

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

Iteris. 2013. *Housing Opportunities Rezoning Project SEIR 346 Technical Traffic Study*.

Stantec. 2016. *Santiago Hills II Traffic Study*.

State of California, Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December.

Transportation Research Board of the National Academies. 2016. *HCM 6 Highway Capacity Manual*.

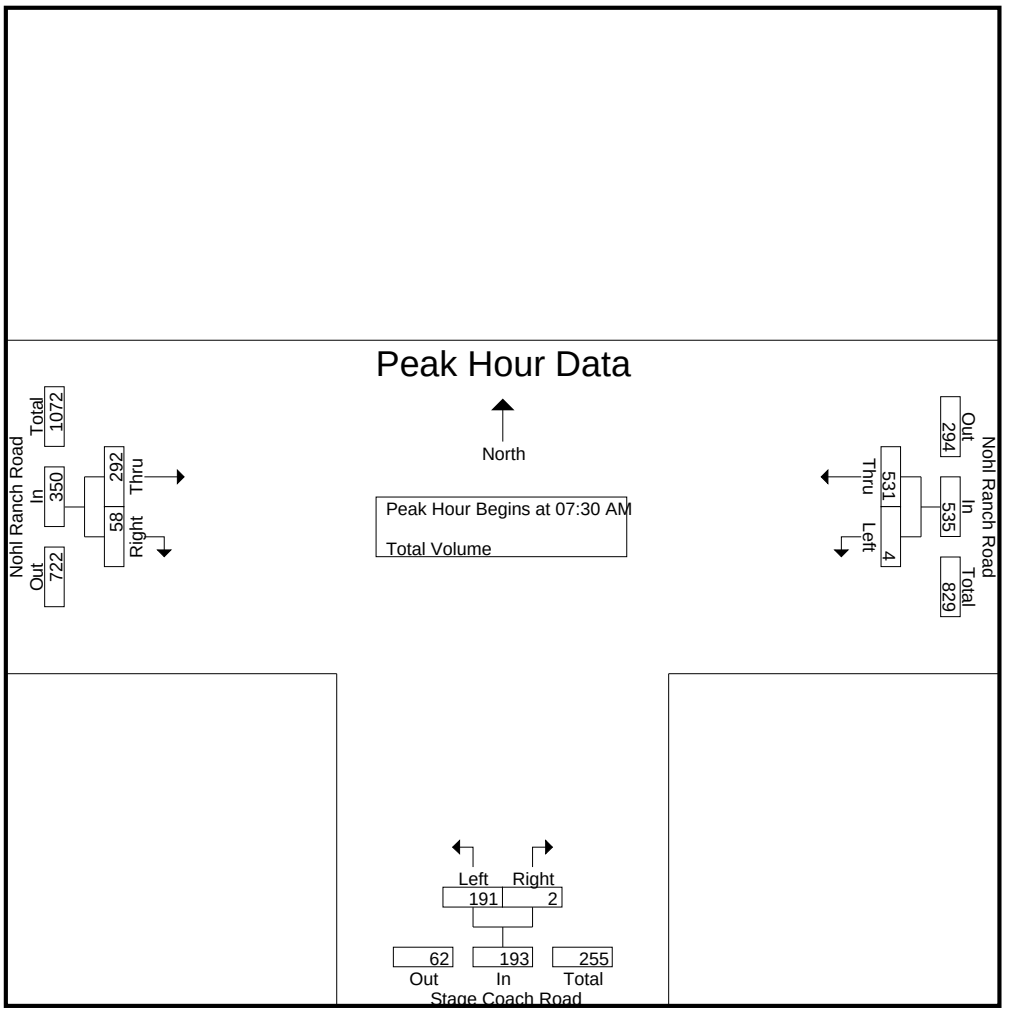
APPENDIX A

TRAFFIC VOLUME DATA

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

City of Anaheim
N/S: Stage Coach Road
E/W: Nohl Ranch Road
Weather: Clear

File Name : 08_ANA_Stage Coach Road_Nohl Ranch AM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



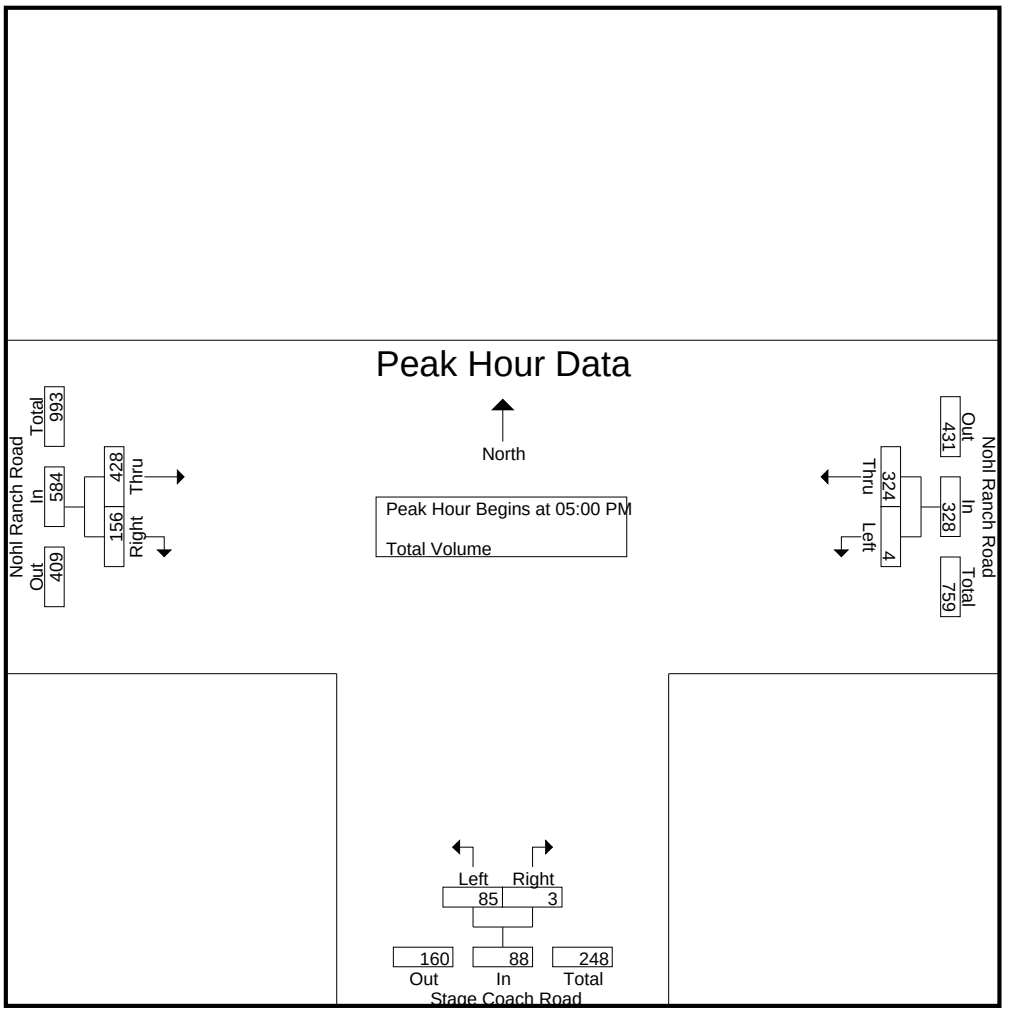
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:00 AM			07:30 AM		
+0 mins.	1	**150**	**151**	39	**1**	40	67	10	77
+15 mins.	1	118	119	43	1	44	**83**	14	**97**
+30 mins.	**2**	149	151	**64**	1	**65**	66	16	82
+45 mins.	0	114	114	51	1	52	76	**18**	94
Total Volume	4	531	535	197	4	201	292	58	350
% App. Total	0.7	99.3		98	2		83.4	16.6	
PHF	.500	.885	.886	.770	1.000	.773	.880	.806	.902

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

City of Anaheim
N/S: Stage Coach Road
E/W: Nohl Ranch Road
Weather: Clear

File Name : 08_ANA_Stage Coach Road_Nohl Ranch PM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



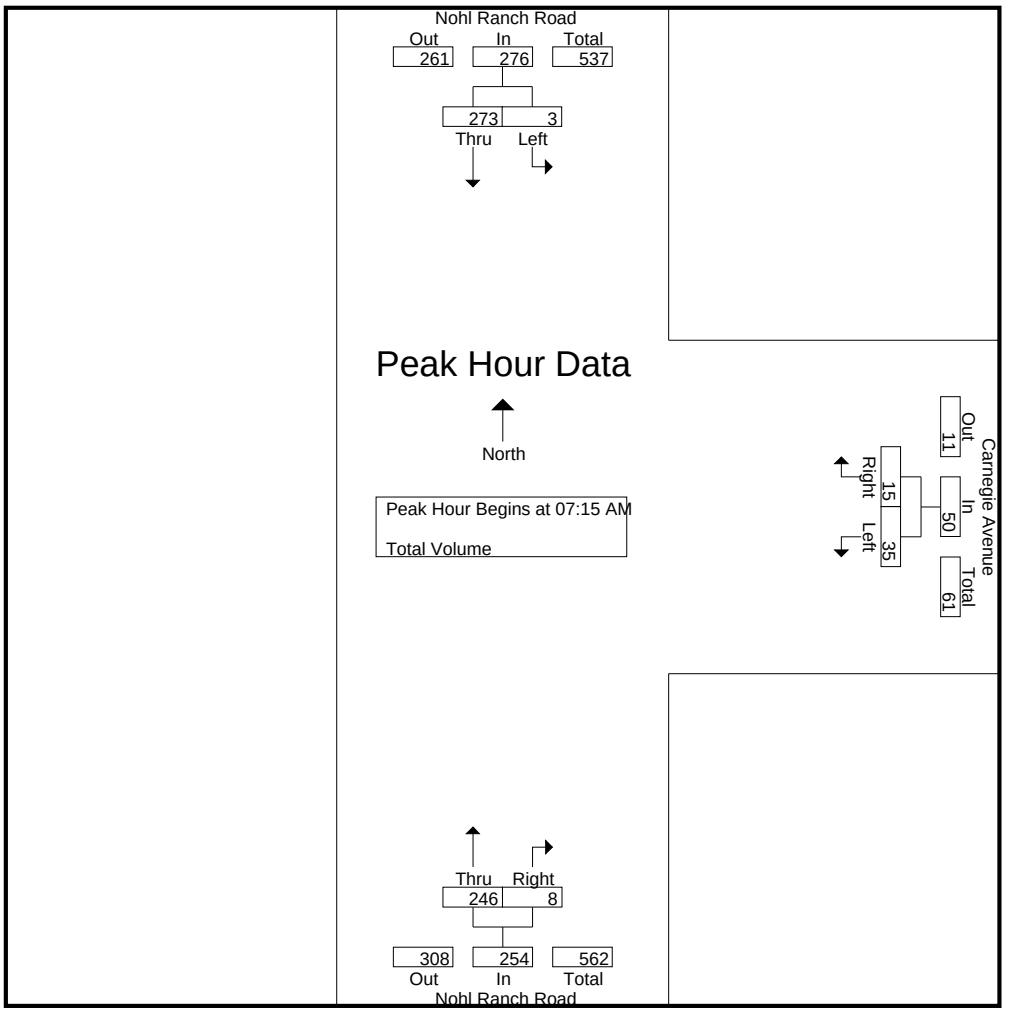
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			05:00 PM		
+0 mins.	**2**	**101**	**103**	18	1	19	89	30	119
+15 mins.	0	81	81	26	**2**	28	106	**46**	152
+30 mins.	2	81	83	14	0	14	110	42	152
+45 mins.	2	88	90	**30**	1	**31**	**123**	38	**161**
Total Volume	6	351	357	88	4	92	428	156	584
% App. Total	1.7	98.3		95.7	4.3		73.3	26.7	
PHF	.750	.869	.867	.733	.500	.742	.870	.848	.907

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

City of Anaheim
N/S: Nohl Ranch Road
E/W: Carnegie Avenue
Weather: Clear

File Name : 02_ANA_Nohl Ranch_Carnegie AM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



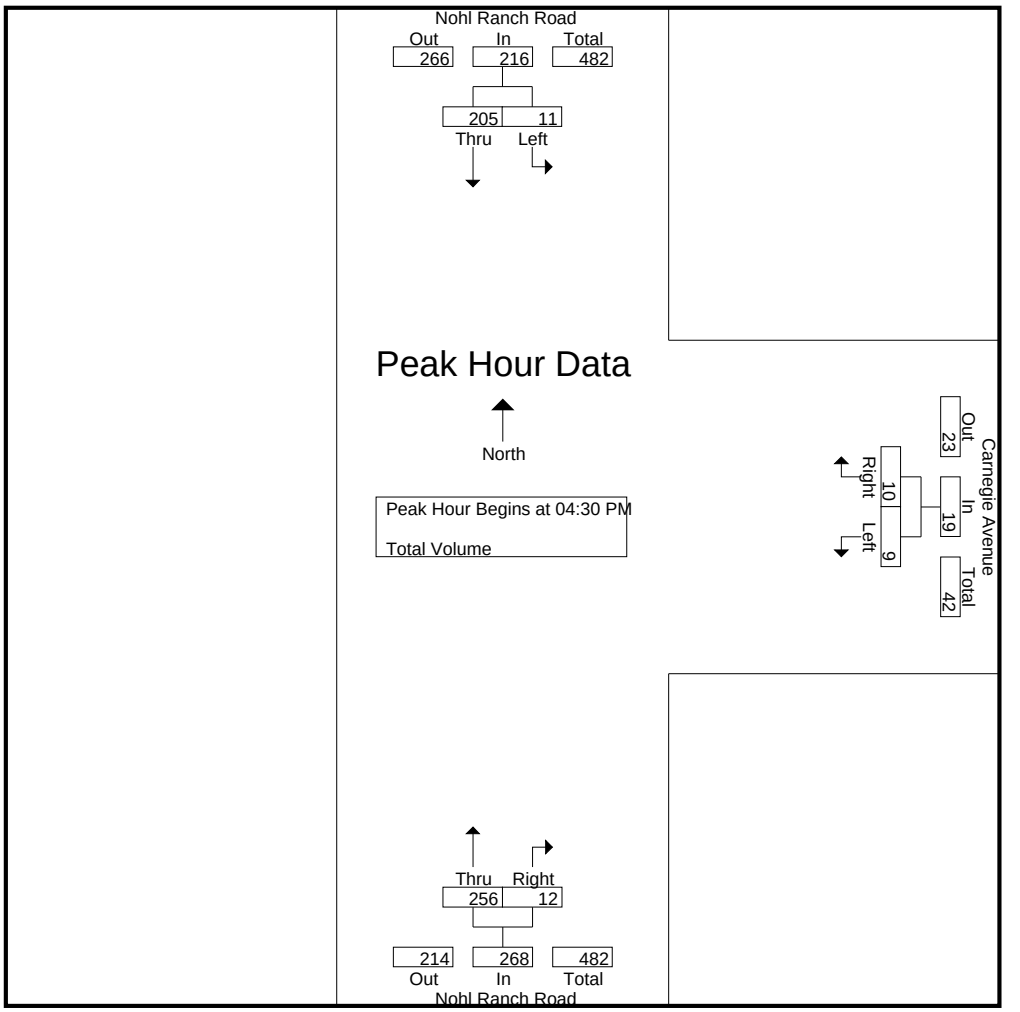
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	**2**	44	46	4	**4**	8	45	0	45
+15 mins.	0	50	50	10	4	14	**84**	**7**	**91**
+30 mins.	2	77	79	**16**	4	**20**	75	1	76
+45 mins.	1	**100**	**101**	5	3	8	43	0	43
Total Volume	5	271	276	35	15	50	247	8	255
% App. Total	1.8	98.2		70	30		96.9	3.1	
PHF	.625	.678	.683	.547	.938	.625	.735	.286	.701

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

City of Anaheim
N/S: Nohl Ranch Road
E/W: Carnegie Avenue
Weather: Clear

File Name : 02_ANA_Nohl Ranch_Carnegie PM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



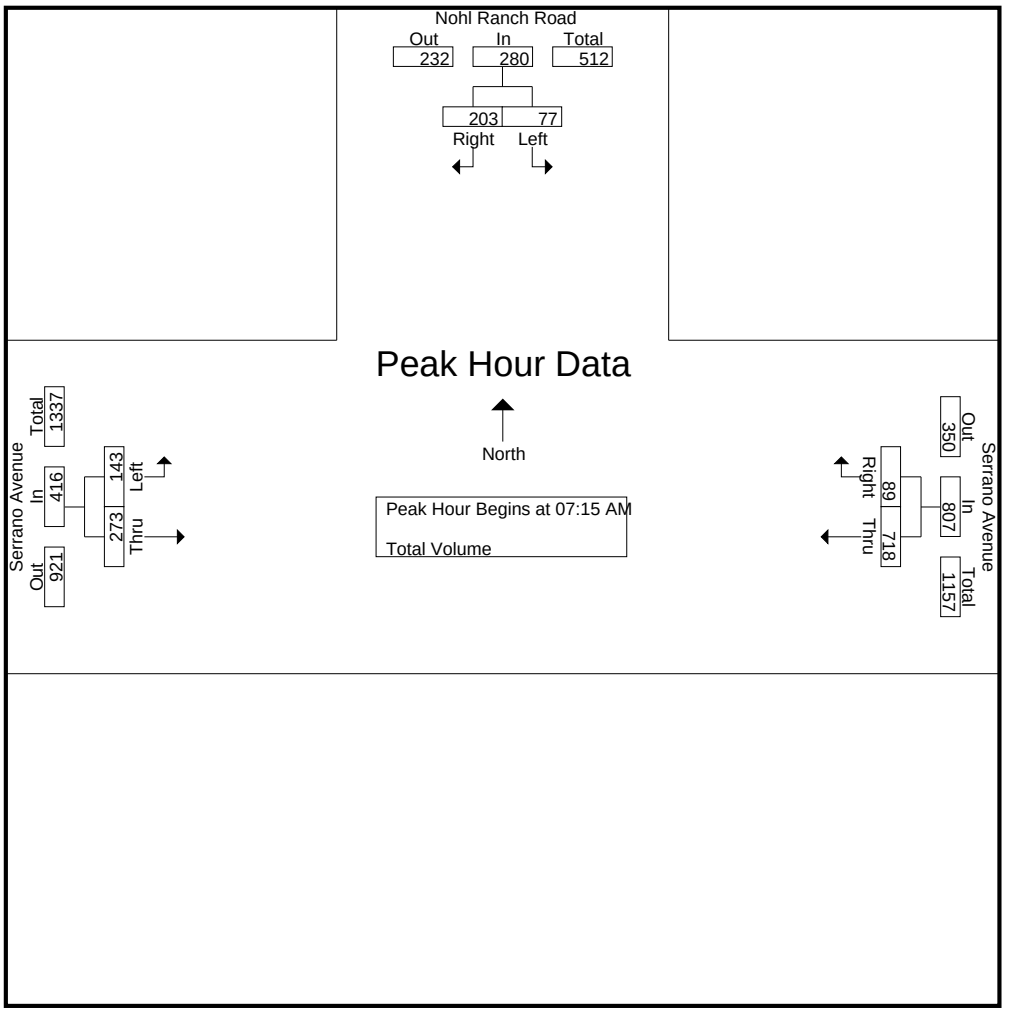
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:30 PM		
+0 mins.	3	48	51	2	**5**	**7**	60	2	62
+15 mins.	**4**	**66**	**70**	1	2	3	66	4	**70**
+30 mins.	4	60	64	1	2	3	63	**5**	68
+45 mins.	2	59	61	**3**	4	7	**67**	1	68
Total Volume	13	233	246	7	13	20	256	12	268
% App. Total	5.3	94.7		35	65		95.5	4.5	
PHF	.813	.883	.879	.583	.650	.714	.955	.600	.957

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

City of Anaheim
N/S: Nohl Ranch Road
E/W: Serrano Avenue
Weather: Clear

File Name : 03_ANA_Nohl Ranch_Serrano AM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



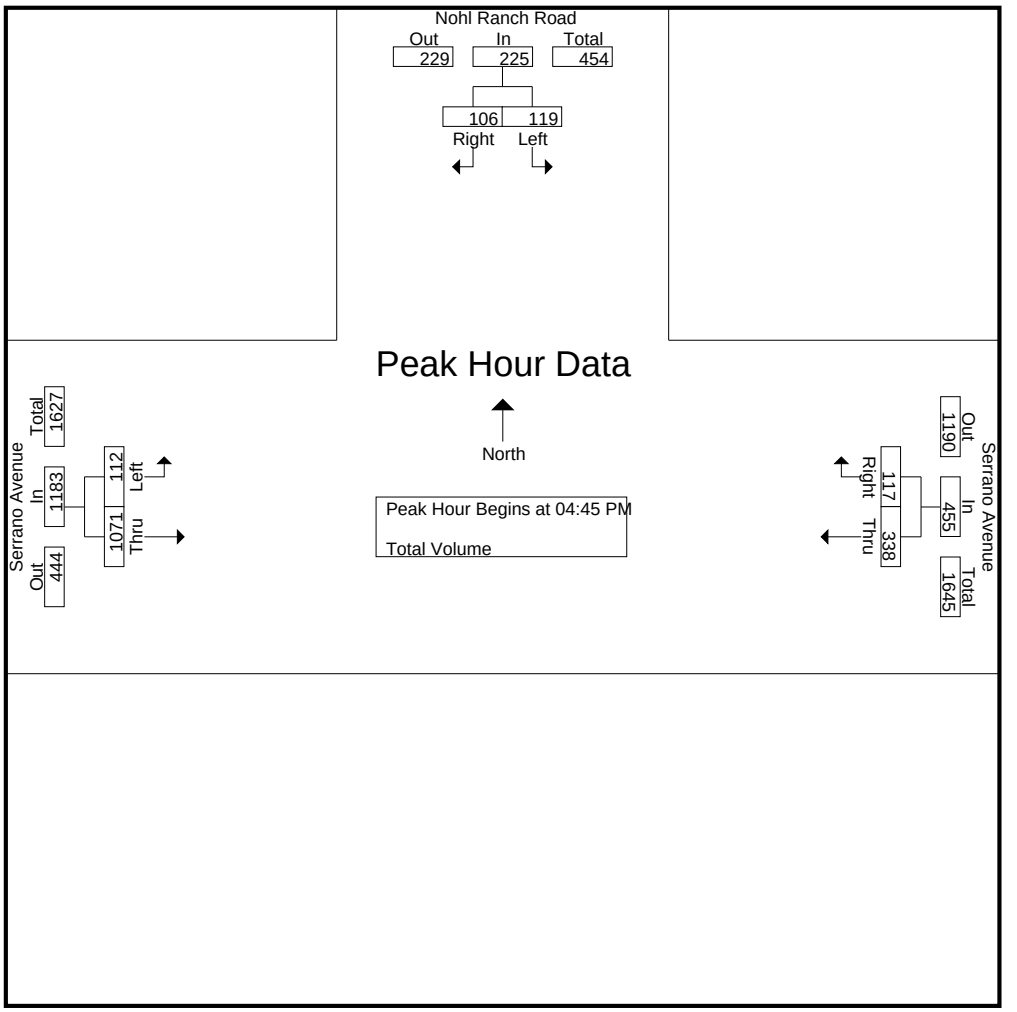
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	16	38	54	**213**	**28**	**241**	26	41	67
+15 mins.	23	56	79	166	22	188	25	70	95
+30 mins.	**26**	**71**	**97**	183	22	205	**53**	**98**	**151**
+45 mins.	12	38	50	193	22	215	39	64	103
Total Volume	77	203	280	755	94	849	143	273	416
% App. Total	27.5	72.5		88.9	11.1		34.4	65.6	
PHF	.740	.715	.722	.886	.839	.881	.675	.696	.689

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

City of Anaheim
N/S: Nohl Ranch Road
E/W: Serrano Avenue
Weather: Clear

File Name : 03_ANA_Nohl Ranch_Serrano PM
Site Code : 00318390
Start Date : 5/16/2018



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	23	27	50	82	**39**	121	25	272	297
+15 mins.	34	20	54	71	31	102	27	255	282
+30 mins.	**36**	28	**64**	**104**	25	**129**	**39**	257	296
+45 mins.	26	**31**	57	81	22	103	21	**287**	**308**
Total Volume	119	106	225	338	117	455	112	1071	1183
% App. Total	52.9	47.1		74.3	25.7		9.5	90.5	
PHF	.826	.855	.879	.813	.750	.882	.718	.933	.960

Location: Anaheim
N/S: Nohl Ranch Road
E/W: Serrano Avenue

Date: 5/16/2018
Day: Wednesday

PEDESTRIANS

	North Leg Nohl Ranch Road	East Leg Serrano Avenue	South Leg Dead End	West Leg Serrano Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	2	3	0	5
7:45 AM	0	75	59	0	134
8:00 AM	0	8	8	0	16
8:15 AM	0	4	2	0	6
8:30 AM	0	0	2	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	89	74	0	163

	North Leg Nohl Ranch Road	East Leg Serrano Avenue	South Leg Dead End	West Leg Serrano Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	2	0	4
4:15 PM	0	0	1	0	1
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	2	2	0	4
5:30 PM	0	0	0	0	0
5:45 PM	0	1	1	0	2
TOTAL VOLUMES:	0	5	6	0	11

Location: Anaheim
N/S: Nohl Ranch Road
E/W: Serrano Avenue

Date: 5/16/2018
Day: Wednesday

BICYCLES

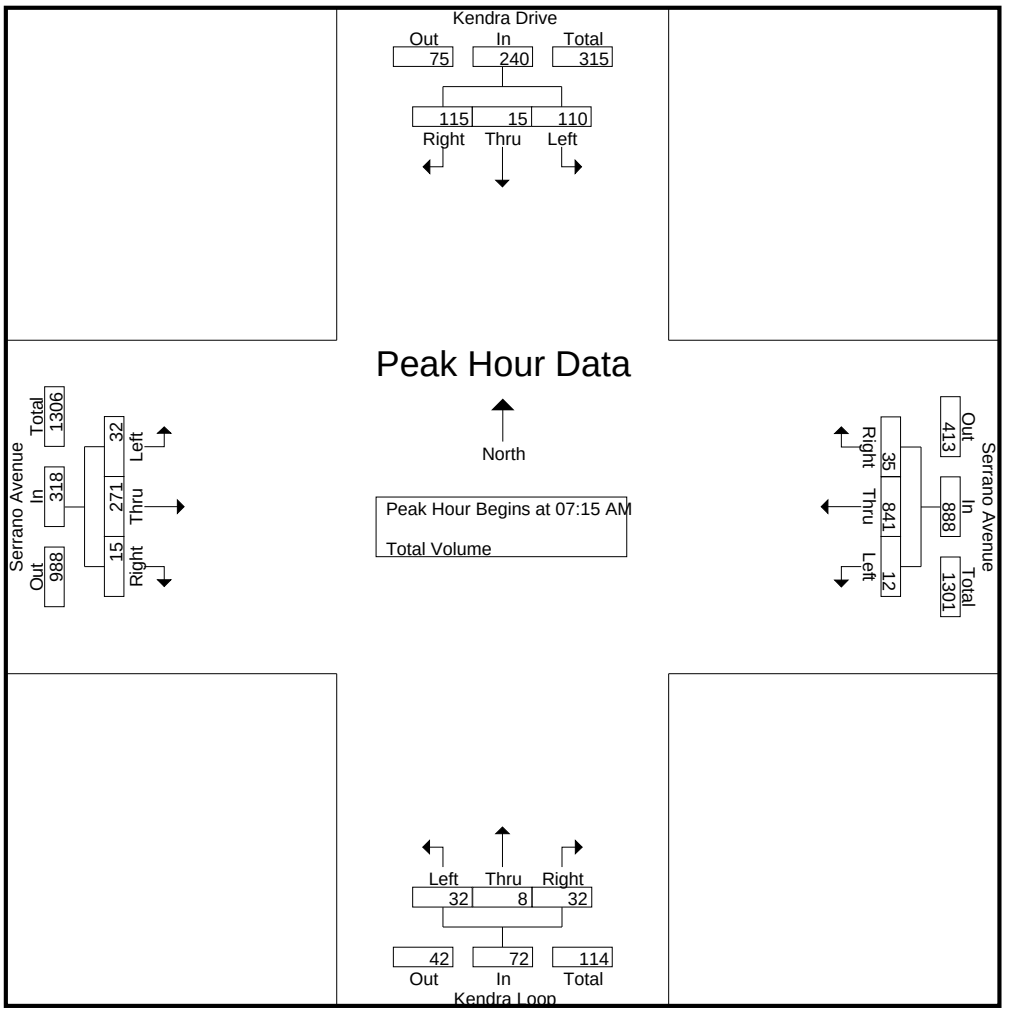
	Southbound Nohl Ranch Road			Westbound Serrano Avenue			Northbound Dead End			Eastbound Serrano Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	1

	Southbound Nohl Ranch Road			Westbound Serrano Avenue			Northbound Dead End			Eastbound Serrano Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	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
4:30 PM	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	2	0	0	0	0	0	0	2

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

City of Orange
N/S: Kendra Drive/Kendra Loop
E/W: Serrano Avenue
Weather: Clear

File Name : 01_ORN_Kendra_Serrano AM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



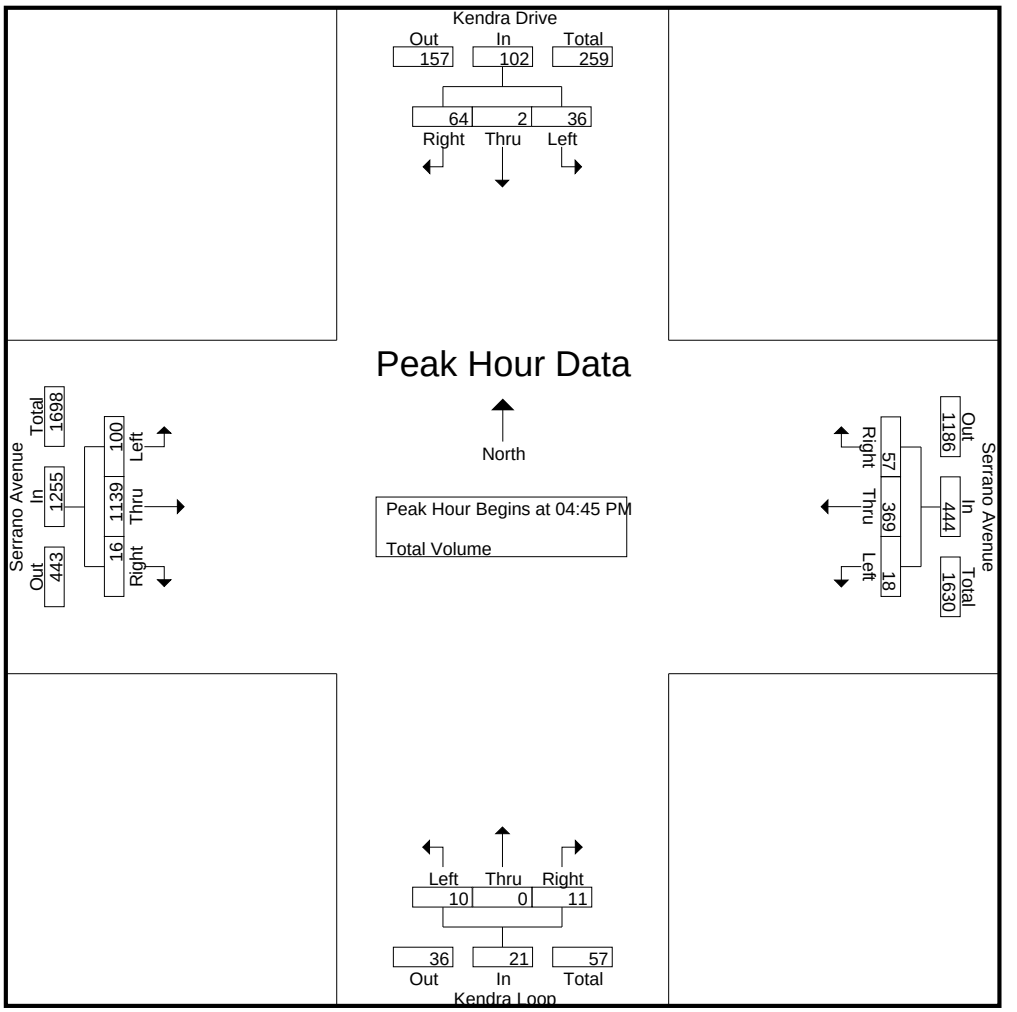
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	15	0	32	47	1	**238**	3	242	7	0	12	19	10	**80**	0	90
+15 mins.	9	0	28	37	0	190	2	192	5	0	4	9	8	80	**10**	**98**
+30 mins.	30	0	**37**	67	3	199	5	207	5	0	6	11	11	52	4	67
+45 mins.	**62**	**15**	22	**99**	**8**	225	**17**	**250**	**15**	**7**	**14**	**36**	**14**	42	8	64
Total Volume	116	15	119	250	12	852	27	891	32	7	36	75	43	254	22	319
% App. Total	46.4	6	47.6		1.3	95.6	3		42.7	9.3	48		13.5	79.6	6.9	
PHF	.468	.250	.804	.631	.375	.895	.397	.891	.533	.250	.643	.521	.768	.794	.550	.814

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

City of Orange
N/S: Kendra Drive/Kendra Loop
E/W: Serrano Avenue
Weather: Clear

File Name : 01_ORN_Kendra_Serrano PM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



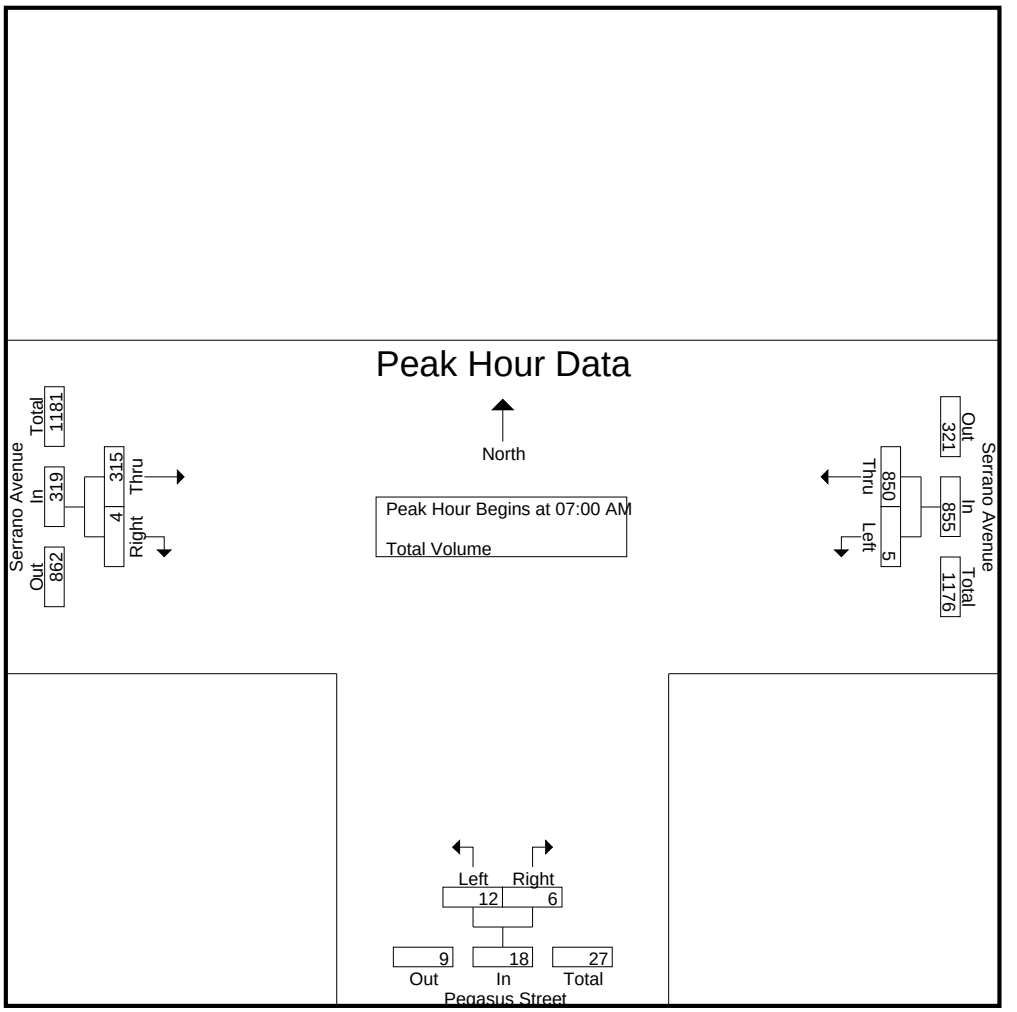
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	7	0	12	19	2	82	6	90	**4**	0	1	5	22	286	3	311
+15 mins.	14	0	15	29	**5**	**114**	16	**135**	3	0	3	**6**	24	257	1	282
+30 mins.	11	0	18	29	4	88	**19**	111	2	0	3	5	19	295	4	318
+45 mins.	**15**	**2**	**20**	**37**	4	95	14	113	1	0	**4**	5	**35**	**301**	**8**	**344**
Total Volume	47	2	65	114	15	379	55	449	10	0	11	21	100	1139	16	1255
% App. Total	41.2	1.8	57		3.3	84.4	12.2		47.6	0	52.4		8	90.8	1.3	
PHF	.783	.250	.813	.770	.750	.831	.724	.831	.625	.000	.688	.875	.714	.946	.500	.912

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

City of Anaheim
N/S: Pegasus Street
E/W: Serrano Avenue
Weather: Clear

File Name : 04_ANA_Pegasus_Serrano AM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



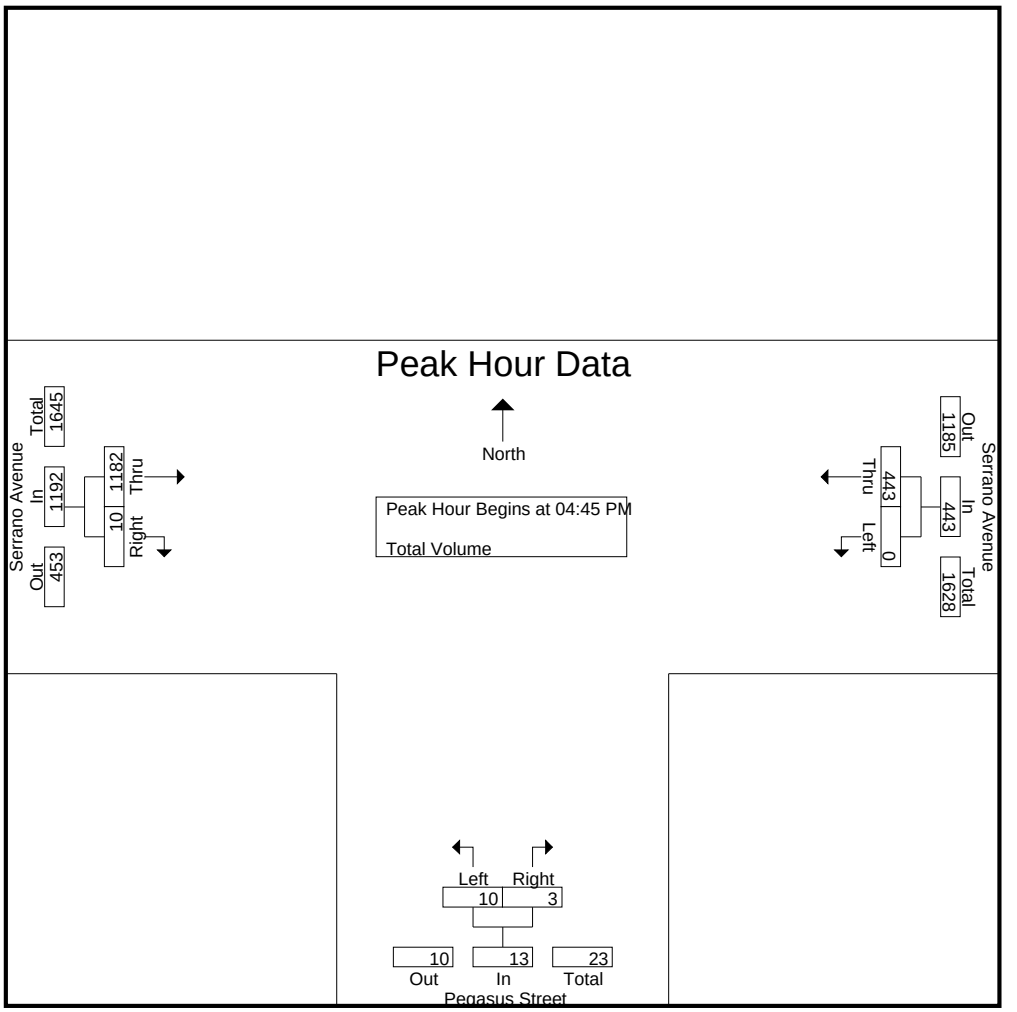
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:30 AM		
+0 mins.	**2**	**239**	**241**	5	**3**	**8**	99	**2**	101
+15 mins.	1	188	189	3	1	4	**116**	0	**116**
+30 mins.	1	204	205	2	0	2	81	1	82
+45 mins.	1	219	220	**7**	0	7	55	1	56
Total Volume	5	850	855	17	4	21	351	4	355
% App. Total	0.6	99.4		81	19		98.9	1.1	
PHF	.625	.889	.887	.607	.333	.656	.756	.500	.765

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

City of Anaheim
N/S: Pegasus Street
E/W: Serrano Avenue
Weather: Clear

File Name : 04_ANA_Pegasus_Serrano PM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



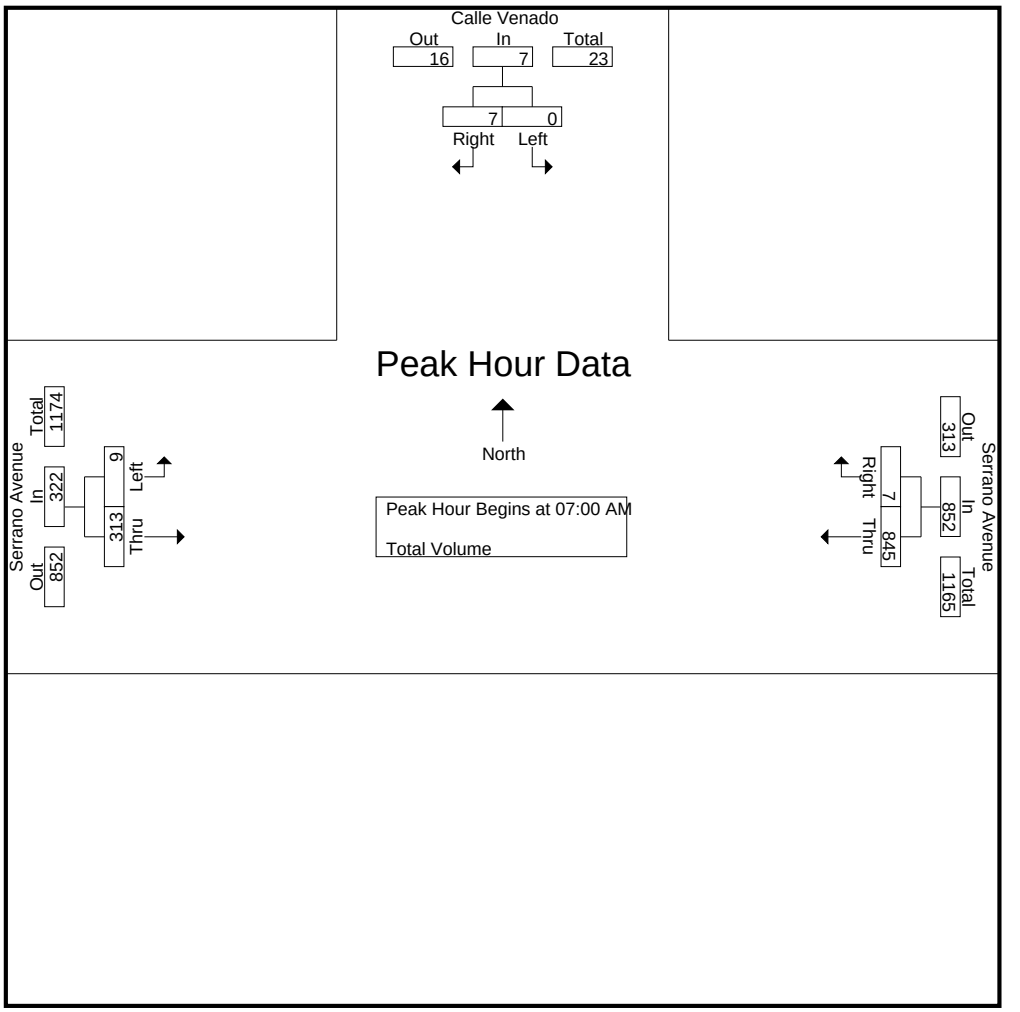
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			04:45 PM		
+0 mins.	0	103	103	2	0	2	283	1	284
+15 mins.	0	116	116	2	**1**	3	296	2	298
+30 mins.	0	96	96	**4**	1	**5**	288	2	290
+45 mins.	0	**133**	**133**	2	1	3	**315**	**5**	**320**
Total Volume	0	448	448	10	3	13	1182	10	1192
% App. Total	0	100		76.9	23.1		99.2	0.8	
PHF	.000	.842	.842	.625	.750	.650	.938	.500	.931

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

City of Anaheim
N/S: Pegasus Street
E/W: Serrano Avenue
Weather: Clear

File Name : 05_ANA_Calle Venado_Serrano AM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



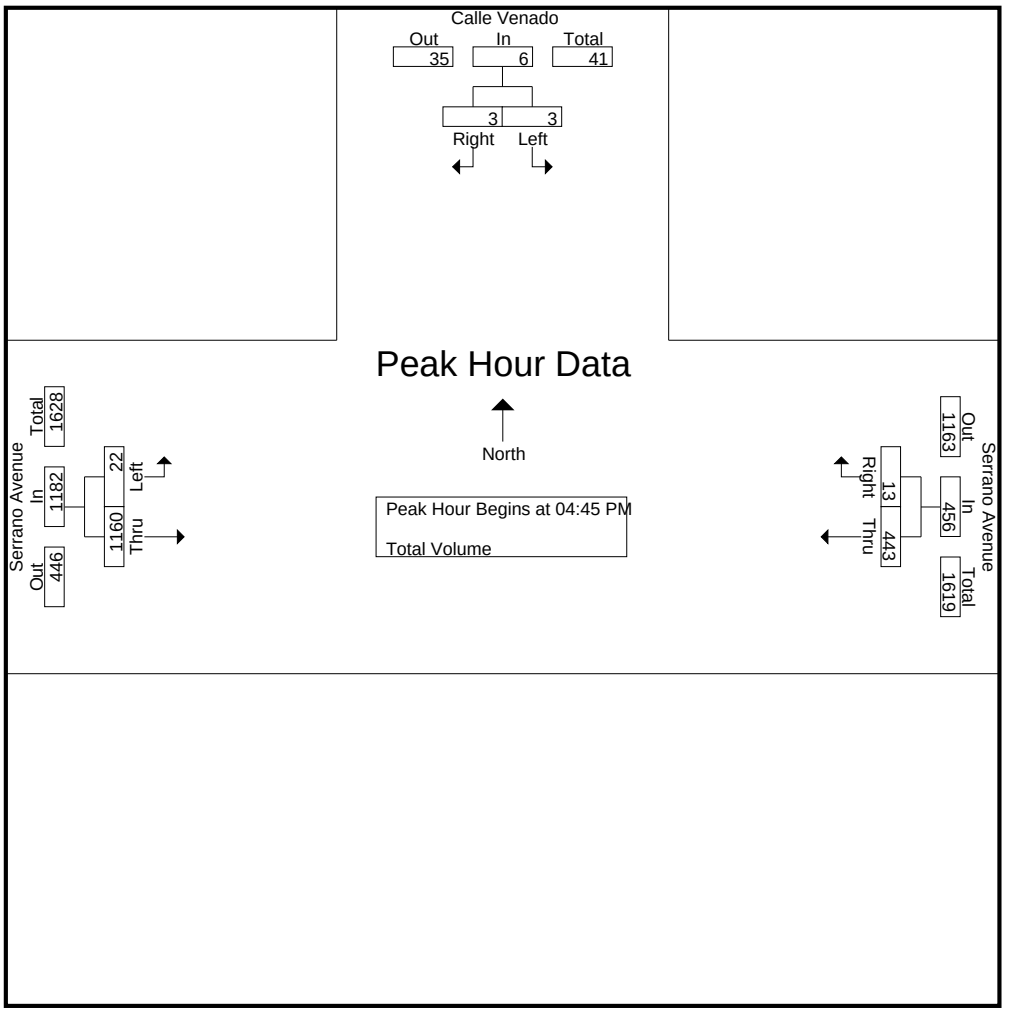
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:00 AM			07:15 AM		
+0 mins.	0	3	3	**238**	0	**238**	1	55	56
+15 mins.	0	4	4	190	0	190	1	102	103
+30 mins.	0	**5**	**5**	199	1	200	**6**	**109**	**115**
+45 mins.	0	3	3	218	**6**	224	4	77	81
Total Volume	0	15	15	845	7	852	12	343	355
% App. Total	0	100		99.2	0.8		3.4	96.6	
PHF	.000	.750	.750	.888	.292	.895	.500	.787	.772

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

City of Anaheim
N/S: Pegasus Street
E/W: Serrano Avenue
Weather: Clear

File Name : 05_ANA_Calle Venado_Serrano PM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



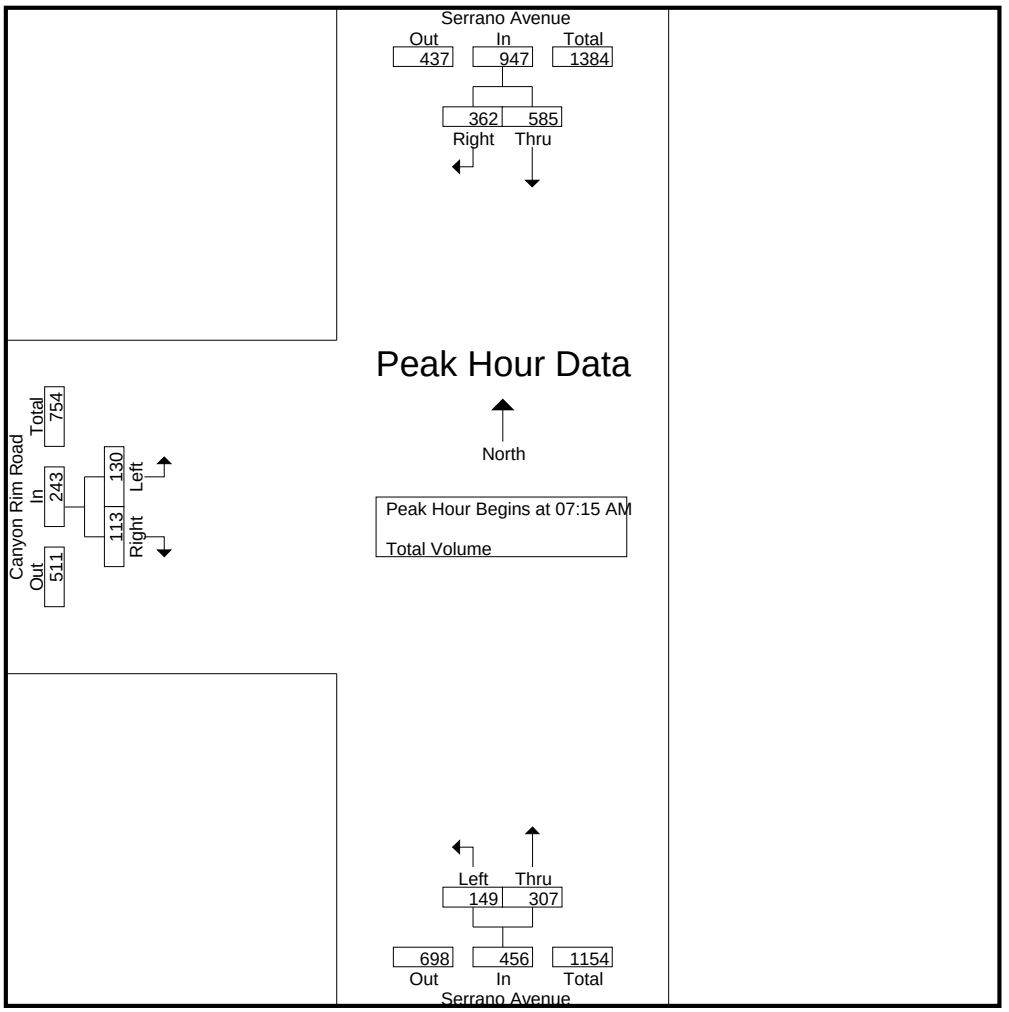
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:45 PM		
+0 mins.	**1**	**2**	**3**	104	**8**	112	3	277	280
+15 mins.	0	1	1	114	1	115	8	290	298
+30 mins.	0	1	1	101	2	103	2	287	289
+45 mins.	1	2	3	**129**	2	**131**	**9**	**306**	**315**
Total Volume	2	6	8	448	13	461	22	1160	1182
% App. Total	25	75		97.2	2.8		1.9	98.1	
PHF	.500	.750	.667	.868	.406	.880	.611	.948	.938

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

City of Anaheim
N/S: Serrano Avenue
E/W: Canyon Rim Road
Weather: Clear

File Name : 09_ANA_Serrano_Canyon Rim AM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



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

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	127	55	182	36	56	92	38	29	67
+15 mins.	145	103	248	**68**	75	**143**	**56**	**42**	**98**
+30 mins.	**165**	89	254	29	**95**	124	21	25	46
+45 mins.	148	**115**	**263**	16	81	97	32	18	50
Total Volume	585	362	947	149	307	456	147	114	261
% App. Total	61.8	38.2		32.7	67.3		56.3	43.7	
PHF	.886	.787	.900	.548	.808	.797	.656	.679	.666

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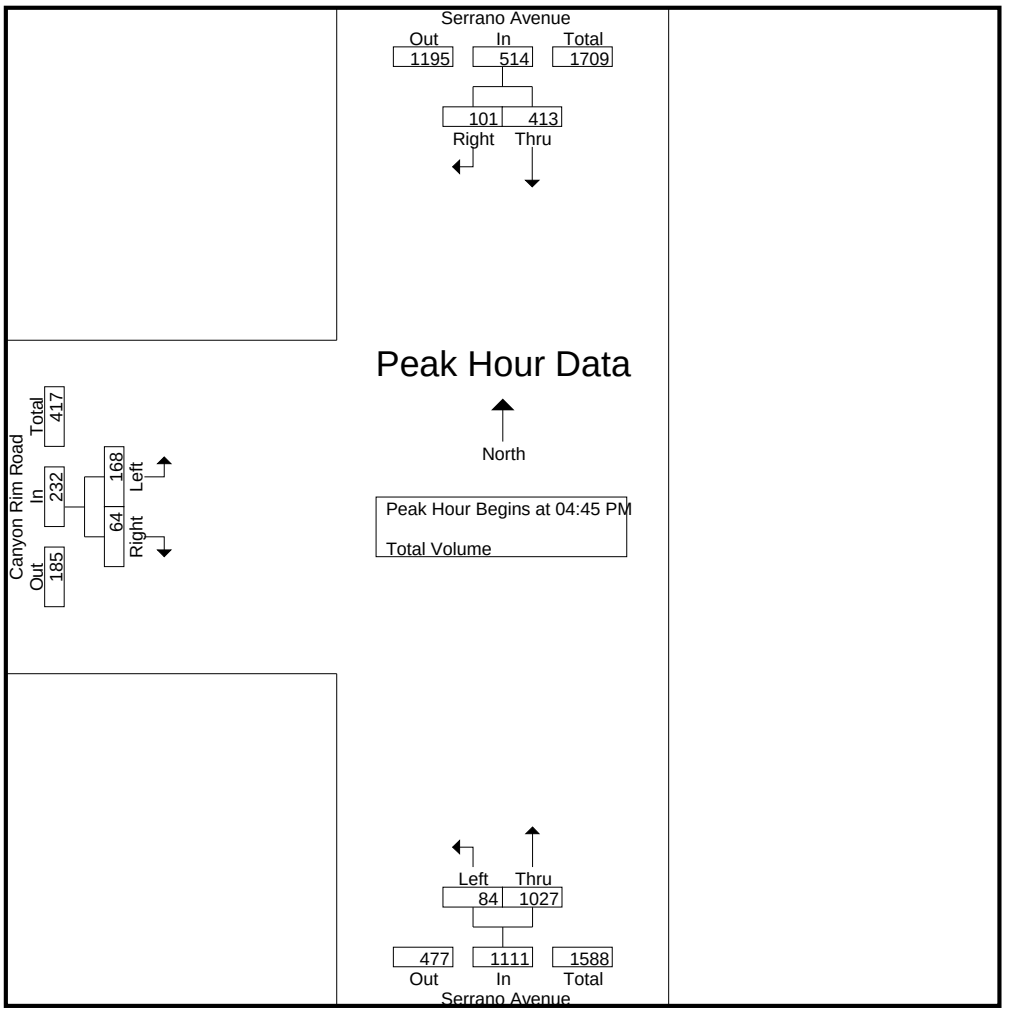
(951) 268-6268

City of Anaheim
N/S: Serrano Avenue
E/W: Canyon Rim Road
Weather: Clear

File Name : 09_ANA_Serrano_Canyon Rim PM
Site Code : 00318390
Start Date : 5/16/2018
Page No : 2



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

	04:30 PM			04:45 PM			05:00 PM		
+0 mins.	102	29	131	20	257	277	42	19	61
+15 mins.	103	**35**	**138**	14	261	275	39	19	58
+30 mins.	**107**	18	125	15	244	259	**49**	15	**64**
+45 mins.	105	25	130	**35**	**265**	**300**	34	**20**	54
Total Volume	417	107	524	84	1027	1111	164	73	237
% App. Total	79.6	20.4		7.6	92.4		69.2	30.8	
PHF	.974	.764	.949	.600	.969	.926	.837	.913	.926

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cannon St & Serrano Ave
City: Orange
Control: Signalized

Project ID: 19-01025-001
Date: 2/7/2019

Total

NS/EW Streets:	Cannon St				Cannon St				Serrano Ave				Serrano Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	67	37	0	5	317	0	0	0	0	0	0	221	0	26	0	673
7:15 AM	0	104	48	0	7	381	0	0	0	0	0	0	334	0	54	0	928
7:30 AM	0	156	63	0	13	378	0	0	0	0	0	0	340	0	47	0	997
7:45 AM	0	132	74	0	13	370	0	0	0	0	0	0	294	0	40	0	923
8:00 AM	0	145	89	0	9	310	0	0	0	0	0	0	286	0	40	0	879
8:15 AM	0	161	94	0	11	364	0	0	0	0	0	0	261	0	50	0	941
8:30 AM	0	115	64	0	14	292	0	0	0	0	0	0	204	0	22	0	711
8:45 AM	0	118	58	0	8	274	0	0	0	0	0	0	236	0	13	0	707
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	998	527	0	80	2686	0	0	0	0	0	0	2176	0	292	0	6759
APPROACH %'s :	0.00%	65.44%	34.56%	0.00%	2.89%	97.11%	0.00%	0.00%					88.17%	0.00%	11.83%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	594	320	0	46	1422	0	0	0	0	0	0	1181	0	177	0	3740
PEAK HR FACTOR :	0.000	0.922	0.851	0.000	0.885	0.940	0.000	0.000	0.000	0.000	0.000	0.000	0.868	0.000	0.885	0.000	0.938
		0.896				0.939								0.877			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	196	281	0	24	118	0	0	0	0	0	0	78	0	15	0	712
4:15 PM	0	278	316	0	23	159	0	0	0	0	0	0	113	0	20	0	909
4:30 PM	0	287	325	0	24	157	0	0	0	0	0	0	109	0	12	0	914
4:45 PM	0	260	362	0	20	194	0	0	0	0	0	0	114	0	13	0	963
5:00 PM	0	291	386	0	29	143	0	0	0	0	0	0	83	0	14	0	946
5:15 PM	0	311	368	0	27	191	0	0	0	0	0	0	85	0	10	0	992
5:30 PM	0	307	369	0	37	224	0	0	0	0	0	0	97	0	14	0	1048
5:45 PM	0	283	350	0	34	200	0	0	0	0	0	0	111	0	25	0	1003
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2213	2757	0	218	1386	0	0	0	0	0	0	790	0	123	0	7487
APPROACH %'s :	0.00%	44.53%	55.47%	0.00%	13.59%	86.41%	0.00%	0.00%					86.53%	0.00%	13.47%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1192	1473	0	127	758	0	0	0	0	0	0	376	0	63	0	3989
PEAK HR FACTOR :	0.000	0.958	0.954	0.000	0.858	0.846	0.000	0.000	0.000	0.000	0.000	0.000	0.847	0.000	0.630	0.000	0.952
		0.981				0.848								0.807			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cannon St & Taft Ave
City: Orange
Control: Signalized

Project ID: 19-01025-002
Date: 2/7/2019

Total

NS/EW Streets:	Cannon St				Cannon St				Taft Ave				Taft Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	87	0	0	1	520	36	0	16	0	19	0	0	0	0	0	680
7:15 AM	5	145	0	0	0	667	36	0	26	1	26	0	0	0	0	0	906
7:30 AM	10	176	0	0	0	686	51	0	28	0	33	0	2	0	0	0	986
7:45 AM	12	180	0	0	0	607	38	0	42	0	51	0	0	0	0	0	930
8:00 AM	17	206	0	0	0	569	34	0	40	0	50	0	0	0	0	0	916
8:15 AM	12	204	0	0	0	572	31	0	34	0	47	0	0	0	0	0	900
8:30 AM	17	169	0	0	0	470	43	0	23	1	27	0	0	0	0	0	750
8:45 AM	14	145	0	0	0	449	37	0	23	0	20	0	0	0	0	0	688
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	88	1312	0	0	1	4540	306	0	232	2	273	0	2	0	0	0	6756
APPROACH %'s :	6.29%	93.71%	0.00%	0.00%	0.02%	93.67%	6.31%	0.00%	45.76%	0.39%	53.85%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	44	707	0	0	0	2529	159	0	136	1	160	0	2	0	0	0	3738
PEAK HR FACTOR :	0.647	0.858	0.000	0.000	0.000	0.922	0.779	0.000	0.810	0.250	0.784	0.000	0.250	0.000	0.000	0.000	0.948
	0.842				0.912				0.798				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	28	445	0	0	0	169	42	0	49	0	12	0	0	0	0	0	745
4:15 PM	41	511	1	0	0	207	53	0	69	1	9	0	0	1	0	0	893
4:30 PM	37	542	0	0	0	225	46	0	65	0	8	0	0	2	0	0	925
4:45 PM	31	543	0	0	0	248	40	0	89	0	12	0	0	0	0	0	963
5:00 PM	25	583	0	0	1	206	38	0	87	1	12	0	0	0	0	0	953
5:15 PM	17	588	0	0	0	259	37	0	111	0	9	0	0	1	0	0	1022
5:30 PM	7	541	0	0	0	251	42	0	114	0	11	0	0	0	0	0	966
5:45 PM	13	561	1	0	0	271	51	0	91	0	12	0	0	0	0	0	1000
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	199	4314	2	0	1	1836	349	0	675	2	85	0	0	4	0	0	7467
APPROACH %'s :	4.41%	95.55%	0.04%	0.00%	0.05%	83.99%	15.97%	0.00%	88.58%	0.26%	11.15%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	62	2273	1	0	1	987	168	0	403	1	44	0	0	1	0	0	3941
PEAK HR FACTOR :	0.620	0.966	0.250	0.000	0.250	0.911	0.824	0.000	0.884	0.250	0.917	0.000	0.000	0.250	0.000	0.000	0.964
	0.961				0.898				0.896				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cannon St & Santiago Canyon Rd
City: Orange
Control: Signalized

Project ID: 19-01025-003
Date: 2/7/2019

Total

NS/EW Streets:	Cannon St				Cannon St				Santiago Canyon Rd				Santiago Canyon Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	2.5	1.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	14	2	0	326	96	155	0	33	148	10	0	5	58	51	0	916
7:15 AM	31	33	3	0	346	128	190	0	63	186	13	0	3	100	52	0	1148
7:30 AM	40	44	5	0	407	119	196	0	59	210	18	0	4	117	88	0	1307
7:45 AM	46	36	2	0	355	105	188	0	63	189	34	0	8	149	83	0	1258
8:00 AM	56	44	8	0	397	110	128	0	85	241	13	0	1	113	104	0	1300
8:15 AM	25	20	3	0	380	92	141	0	61	163	8	0	2	129	115	0	1139
8:30 AM	29	23	2	0	295	103	106	0	51	173	15	0	2	113	87	0	999
8:45 AM	21	22	3	0	258	89	131	0	55	139	11	0	3	102	99	0	933
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	266	236	28	0	2764	842	1235	0	470	1449	122	0	28	881	679	0	9000
APPROACH %'s :	50.19%	44.53%	5.28%	0.00%	57.10%	17.39%	25.51%	0.00%	23.03%	70.99%	5.98%	0.00%	1.76%	55.48%	42.76%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	173	157	18	0	1505	462	702	0	270	826	78	0	16	479	327	0	5013
PEAK HR FACTOR :	0.772	0.892	0.563	0.000	0.924	0.902	0.895	0.000	0.794	0.857	0.574	0.000	0.500	0.804	0.786	0.000	0.959
	0.806				0.924				0.866				0.856				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	2.5	1.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	63	2	0	88	38	77	0	141	80	14	0	1	199	262	0	981
4:15 PM	16	63	3	0	106	39	98	0	148	96	15	0	1	201	359	1	1146
4:30 PM	21	90	1	0	106	27	85	0	136	88	9	0	1	215	340	0	1119
4:45 PM	15	100	3	0	117	36	97	0	210	88	24	0	1	233	296	0	1220
5:00 PM	27	117	1	0	106	36	66	0	158	106	16	0	5	247	322	0	1207
5:15 PM	28	133	2	0	137	45	72	0	154	119	22	0	3	236	340	0	1291
5:30 PM	27	137	1	0	149	43	87	0	171	111	32	0	2	219	251	1	1231
5:45 PM	22	125	1	0	146	45	82	0	143	114	23	0	3	227	283	0	1214
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	172	828	14	0	955	309	664	0	1261	802	155	0	17	1777	2453	2	9409
APPROACH %'s :	16.96%	81.66%	1.38%	0.00%	49.53%	16.03%	34.44%	0.00%	56.85%	36.16%	6.99%	0.00%	0.40%	41.82%	57.73%	0.05%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	97	487	7	0	509	160	322	0	693	424	94	0	11	935	1209	1	4949
PEAK HR FACTOR :	0.866	0.889	0.583	0.000	0.854	0.889	0.830	0.000	0.825	0.891	0.734	0.000	0.550	0.946	0.889	0.250	0.958
	0.895				0.888				0.940				0.931				

Counts Unlimited, Inc.

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

City of Anaheim
Nohl Ranch Road
B/ Carnegie Avenue - Serrano Avenue
24 Hour Directional Volume Count

ANA001
Site Code: 003-18390

Start Time	16-May-18 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	39			8	40				
12:15		8	29			5	33				
12:30		5	32			1	51				
12:45		2	36	23	136	2	39	16	163	39	299
01:00		6	44			2	41				
01:15		4	44			2	41				
01:30		0	36			0	32				
01:45		4	42	14	166	1	48	5	162	19	328
02:00		2	42			1	55				
02:15		2	**40**			5	59				
02:30		3	**62**			1	55				
02:45		4	**43**	11	187	3	**98**	10	267	21	454
03:00		3	**49**			1	**104**				
03:15		3	34			3	**68**				
03:30		1	34			4	**57**				
03:45		4	33	11	150	5	56	13	285	24	435
04:00		3	33			5	68				
04:15		1	32			6	68				
04:30		11	44			15	54				
04:45		3	34	18	143	10	85	36	275	54	418
05:00		10	39			24	89				
05:15		8	36			23	62				
05:30		6	41			16	74				
05:45		22	43	46	159	29	62	92	287	138	446
06:00		11	43			29	80				
06:15		8	36			27	61				
06:30		17	36			35	55				
06:45		18	30	54	145	46	38	137	234	191	379
07:00		31	33			44	41				
07:15		**42**	36			57	33				
07:30		**70**	30			**69**	48				
07:45		**48**	33	191	132	**118**	25	288	147	479	279
08:00		**56**	17			**48**	27				
08:15		30	15			**64**	24				
08:30		31	36			48	19				
08:45		23	20	140	88	43	34	203	104	343	192
09:00		16	30			39	14				
09:15		31	30			27	20				
09:30		14	27			38	18				
09:45		16	23	77	110	32	11	136	63	213	173
10:00		20	16			34	14				
10:15		29	18			35	11				
10:30		20	12			34	15				
10:45		22	11	91	57	31	7	134	47	225	104
11:00		26	23			32	8				
11:15		23	14			38	5				
11:30		24	11			41	8				
11:45		32	16	105	64	41	4	152	25	257	89
Total		781	1537	781	1537	1222	2059	1222	2059	2003	3596
Combined Total		2318		2318		3281		3281		5599	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	216	-	-	-	299	-	-	-	-	-
P.H.F.		0.771				0.633					
PM Peak	-	-	02:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	194	-	-	-	327	-	-	-	-
P.H.F.			0.782				0.786				
Percentage		33.7%	66.3%			37.2%	62.8%				
ADT/AADT		ADT 5,599		AADT 5,599							

Counts Unlimited, Inc.

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

City of Anaheim
Serrano Avenue
B/ Kendra Drive - Nohl Ranch Road
24 Hour Directional Volume Count

ANA002
Site Code: 003-18390

Start Time	16-May-18 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	63			3	73				
12:15		5	100			1	107				
12:30		4	117			2	112				
12:45		6	64	22	344	3	83	9	375	31	719
01:00		2	48			2	75				
01:15		3	84			0	79				
01:30		3	74			4	70				
01:45		2	81	10	287	1	59	7	283	17	570
02:00		2	88			3	63				
02:15		0	107			1	74				
02:30		5	106			0	76				
02:45		1	145	8	446	3	80	7	293	15	739
03:00		0	177			2	76				
03:15		1	201			1	82				
03:30		4	201			0	100				
03:45		1	266	6	845	0	81	3	339	9	1184
04:00		3	233			9	96				
04:15		4	277			14	92				
04:30		5	293			18	91				
04:45		6	**297**	18	1100	13	109	54	388	72	1488
05:00		6	**282**			21	**91**				
05:15		11	**296**			34	**132**				
05:30		8	**308**			62	**112**				
05:45		19	257	44	1143	72	**122**	189	457	233	1600
06:00		16	232			120	89				
06:15		14	248			148	68				
06:30		31	248			174	73				
06:45		36	205	97	933	177	62	619	292	716	1225
07:00		57	115			**254**	62				
07:15		**67**	141			**204**	58				
07:30		**95**	96			**239**	54				
07:45		**151**	102	370	454	**264**	52	961	226	1331	680
08:00		**103**	78			214	60				
08:15		51	84			124	48				
08:30		65	65			147	41				
08:45		61	57	280	284	117	27	602	176	882	460
09:00		62	63			102	46				
09:15		43	47			114	42				
09:30		49	43			88	27				
09:45		54	40	208	193	89	26	393	141	601	334
10:00		51	30			77	13				
10:15		50	22			63	14				
10:30		47	2			79	6				
10:45		42	0	190	54	87	0	306	33	496	87
11:00		69	13			70	15				
11:15		53	16			79	11				
11:30		56	11			77	7				
11:45		61	5	239	45	86	3	312	36	551	81
Total		1492	6128	1492	6128	3462	3039	3462	3039	4954	9167
Combined Total		7620		7620		6501		6501		14121	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	416	-	-	-	961	-	-	-	-	-
P.H.F.		0.689				0.910					
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	1183	-	-	-	457	-	-	-	-
P.H.F.			0.960				0.866				
Percentage		19.6%	80.4%			53.3%	46.7%				
ADT/AADT		ADT 14,121		AADT 14,121							

Counts Unlimited, Inc.

PO Box 1178
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City of Anaheim
Serrano Avenue
B/ Nohl Ranch Road - Calle Venado
24 Hour Directional Volume Count

ANA003
Site Code: 003-18390

Start Time	16-May-18 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	63			2	74				
12:15		4	91			2	99				
12:30		7	95			2	127				
12:45		7	66	27	315	2	78	8	378	35	693
01:00		2	50			3	77				
01:15		2	86			1	70				
01:30		2	78			5	71				
01:45		3	92	9	306	1	57	10	275	19	581
02:00		2	88			1	76				
02:15		0	118			1	77				
02:30		3	115			0	79				
02:45		0	160	5	481	3	79	5	311	10	792
03:00		1	188			2	85				
03:15		0	199			4	82				
03:30		3	197			0	95				
03:45		3	270	7	854	1	76	7	338	14	1192
04:00		4	229			7	85				
04:15		5	281			17	93				
04:30		3	283			18	96				
04:45		4	**295**	16	1088	11	**121**	53	395	69	1483
05:00		2	**289**			21	**102**				
05:15		8	**293**			34	**129**				
05:30		9	**313**			60	**103**				
05:45		15	254	34	1149	69	120	184	454	218	1603
06:00		13	220			116	97				
06:15		11	244			133	78				
06:30		26	232			164	79				
06:45		36	219	86	915	155	68	568	322	654	1237
07:00		46	120			**241**	61				
07:15		**57**	138			**188**	56				
07:30		**93**	107			**205**	57				
07:45		**124**	97	320	462	**215**	53	849	227	1169	689
08:00		**76**	86			199	55				
08:15		53	89			133	46				
08:30		62	64			147	42				
08:45		80	58	271	297	117	30	596	173	867	470
09:00		63	69			103	42				
09:15		47	52			121	36				
09:30		57	42			76	27				
09:45		53	43	220	206	89	25	389	130	609	336
10:00		51	27			76	20				
10:15		56	23			71	16				
10:30		47	1			66	7				
10:45		52	0	206	51	84	0	297	43	503	94
11:00		70	15			81	17				
11:15		52	20			91	8				
11:30		67	9			82	7				
11:45		65	7	254	51	80	5	334	37	588	88
Total		1455	6175	1455	6175	3300	3083	3300	3083	4755	9258
Combined Total		7630		7630		6383		6383		14013	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	350	-	-	-	849	-	-	-	-	-
P.H.F.		0.706				0.881					
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	1190	-	-	-	455	-	-	-	-
P.H.F.			0.950				0.882				
Percentage		19.1%	80.9%			51.7%	48.3%				
ADT/AADT		ADT 14,013		AADT 14,013							

Counts Unlimited, Inc.

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City of Anaheim
Carnegie Avenue
B/ Nohl Ranch Road - Calle Venado
24 Hour Directional Volume Count

ANA004
Site Code: 003-18390

Start Time	16-May-18 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	6			1	2				
12:15		0	1			0	6				
12:30		1	5			1	4				
12:45		1	1	3	13	0	2	2	14	5	27
01:00		0	6			0	1				
01:15		2	5			1	3				
01:30		1	5			2	5				
01:45		0	**12**	3	28	0	**7**	3	16	6	44
02:00		0	**7**			0	**12**				
02:15		0	**10**			1	**13**				
02:30		0	**7**			0	**9**				
02:45		0	9	0	33	1	6	2	40	2	73
03:00		1	8			0	5				
03:15		0	6			1	5				
03:30		0	4			0	7				
03:45		1	8	2	26	0	4	1	21	3	47
04:00		0	6			1	6				
04:15		0	6			0	4				
04:30		0	8			1	2				
04:45		1	9	1	29	1	2	3	14	4	43
05:00		2	8			7	4				
05:15		0	3			1	8				
05:30		0	11			4	5				
05:45		1	6	3	28	1	6	13	23	16	51
06:00		0	9			6	10				
06:15		1	6			7	4				
06:30		1	8			4	1				
06:45		5	4	7	27	9	6	26	21	33	48
07:00		1	8			6	6				
07:15		**9**	7			3	5				
07:30		**8**	2			**9**	4				
07:45		**6**	6	24	23	**5**	5	23	20	47	43
08:00		**6**	1			**13**	0				
08:15		9	6			**7**	2				
08:30		6	5			8	6				
08:45		3	3	24	15	3	1	31	9	55	24
09:00		0	5			5	2				
09:15		3	5			5	3				
09:30		1	5			6	1				
09:45		4	1	8	16	3	2	19	8	27	24
10:00		4	2			2	1				
10:15		5	3			4	0				
10:30		0	0			2	0				
10:45		0	6	9	11	2	2	10	3	19	14
11:00		2	4			3	1				
11:15		3	0			4	1				
11:30		7	3			4	2				
11:45		2	3	14	10	1	0	12	4	26	14
Total		98	259	98	259	145	193	145	193	243	452
Combined Total		357		357		338		338		695	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	29	-	-	-	34	-	-	-	-	-
P.H.F.		0.806				0.654					
PM Peak	-	-	01:45	-	-	-	01:45	-	-	-	-
Vol.	-	-	36	-	-	-	41	-	-	-	-
P.H.F.			0.750				0.788				
Percentage		27.5%	72.5%			42.9%	57.1%				
ADT/AADT		ADT 695		AADT 695							

Counts Unlimited, Inc.

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City of Anaheim
Calle Venado
B/ Carnegie Avenue - Serrano Avenue
24 Hour Directional Volume Count

ANA005
Site Code: 003-18390

Start Time	16-May-18 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	0			0	0				
12:15		0	7			0	2				
12:30		0	7			0	0				
12:45		1	7	2	21	0	3	0	5	2	26
01:00		1	2			0	0				
01:15		0	5			0	1				
01:30		0	2			0	1				
01:45		1	5	2	14	0	0	0	2	2	16
02:00		0	3			0	2				
02:15		0	6			0	**2**				
02:30		0	5			0	**2**				
02:45		0	4	0	18	0	**2**	0	8	0	26
03:00		1	8			0	**3**				
03:15		0	11			0	1				
03:30		0	5			0	0				
03:45		0	6	1	30	0	2	0	6	1	36
04:00		0	7			1	3				
04:15		0	7			0	1				
04:30		0	15			0	1				
04:45		0	4	0	33	0	3	1	8	1	41
05:00		0	8			1	1				
05:15		0	4			0	0				
05:30		0	**21**			0	3				
05:45		0	**7**	0	40	1	2	2	6	2	46
06:00		1	**12**			1	2				
06:15		1	**5**			1	1				
06:30		1	10			1	1				
06:45		2	10	5	37	0	0	3	4	8	41
07:00		1	5			0	1				
07:15		0	6			0	1				
07:30		1	7			**3**	1				
07:45		**13**	6	15	24	**4**	1	7	4	22	28
08:00		**6**	9			**5**	1				
08:15		**2**	5			**3**	0				
08:30		**3**	2			2	2				
08:45		1	7	12	23	0	1	10	4	22	27
09:00		1	6			1	0				
09:15		0	1			4	1				
09:30		4	3			3	0				
09:45		0	3	5	13	0	1	8	2	13	15
10:00		2	3			1	0				
10:15		7	1			0	0				
10:30		2	2			2	1				
10:45		2	1	13	7	1	0	4	1	17	8
11:00		1	1			2	0				
11:15		3	2			0	1				
11:30		3	1			2	0				
11:45		6	1	13	5	1	0	5	1	18	6
Total		68	265	68	265	40	51	40	51	108	316
Combined Total		333		333		91		91		424	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	24	-	-	-	15	-	-	-	-	-
P.H.F.		0.462				0.750					
PM Peak	-	-	05:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	45	-	-	-	9	-	-	-	-
P.H.F.			0.536				0.750				
Percentage		20.4%	79.6%			44.0%	56.0%				
ADT/AADT		ADT 424		AADT 424							

City: Anaheim
Location: Nohl Ranch Road/Driveway
Date: 5/16/2018
Count Type: Driveway Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	2	2
5:30	0	0	0
5:45	1	1	2
6:00	0	2	2
6:15	1	1	2
6:30	3	1	4
6:45	0	3	3
7:00	3	3	6
7:15	2	5	7
7:30	1	5	6
7:45	24	17	41
8:00	14	3	17
8:15	4	3	7
8:30	3	4	7
8:45	1	4	5
9:00	1	5	6
9:15	1	4	5
9:30	1	8	9
9:45	3	6	9
10:00	1	1	2
10:15	2	2	4
10:30	3	6	9
10:45	6	1	7
11:00	1	1	2
11:15	1	4	5
11:30	7	3	10
11:45	1	4	5
12:00	4	7	11
12:15	25	21	46
12:30	12	7	19
12:45	3	5	8
13:00	2	4	6
13:15	3	3	6
13:30	4	5	9
13:45	3	3	6
14:00	3	5	8
14:15	1	4	5
14:30	1	4	5
14:45	5	9	14
15:00	2	9	11
15:15	8	15	23
15:30	7	4	11
15:45	8	5	13
16:00	7	4	11
16:15	8	7	15
16:30	2	3	5
16:45	11	2	13
17:00	11	3	14
17:15	11	7	18
17:30	3	8	11
17:45	15	14	29
18:00	11	8	19
18:15	3	2	5
18:30	9	6	15
18:45	13	6	19
19:00	5	2	7
19:15	9	11	20
19:30	11	2	13
19:45	5	6	11
20:00	8	8	16
20:15	9	10	19
20:30	20	2	22
20:45	4	1	5
21:00	7	1	8
21:15	1	0	1
21:30	0	0	0
21:45	0	0	0
22:00	0	1	1
22:15	1	1	2
22:30	1	0	1
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**361**	**324**	**685**

Counts Unlimited, Inc.
PO Box 1178
[illegible]ia, CA 92878
(951) 268-6268

City: Anaheim
Location: West Driveway/Serrano Avenue
Date: 5/16/2018
Count Type: Driveway Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	0	0	0
8:30	0	0	0
8:45	0	0	0
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
12:00	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
13:00	0	0	0
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	0	0	0
14:45	0	0	0
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	0	0	0
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0
17:00	0	1	1
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	1	1	2
18:30	1	0	1
18:45	0	0	0
19:00	1	2	3
19:15	4	3	7
19:30	7	13	20
19:45	4	3	7
20:00	0	1	1
20:15	2	0	2
20:30	3	9	12
20:45	2	2	4
21:00	1	2	3
21:15	3	5	8
21:30	3	3	6
21:45	2	0	2
22:00	0	2	2
22:15	2	7	9
22:30	4	2	6
22:45	3	2	5
23:00	2	3	5
23:15	9	2	11
23:30	8	2	10
23:45	0	9	9
TOTAL	**62**	**74**	**136**

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

City: Anaheim
Location: East Driveway /Serrano Avenue
Date: 5/16/2018
Count Type: Driveway Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	1	1
5:45	0	0	0
6:00	0	1	1
6:15	1	0	1
6:30	0	2	2
6:45	1	0	1
7:00	2	2	4
7:15	3	5	8
7:30	3	13	16
7:45	3	1	4
8:00	1	2	3
8:15	1	0	1
8:30	1	3	4
8:45	3	2	5
9:00	1	2	3
9:15	2	1	3
9:30	2	1	3
9:45	0	0	0
10:00	1	0	1
10:15	1	2	3
10:30	3	1	4
10:45	0	3	3
11:00	1	0	1
11:15	0	5	5
11:30	2	2	4
11:45	3	0	3
12:00	2	1	3
12:15	2	1	3
12:30	0	2	2
12:45	0	1	1
13:00	1	2	3
13:15	0	1	1
13:30	0	1	1
13:45	1	1	2
14:00	0	3	3
14:15	6	3	9
14:30	0	1	1
14:45	2	0	2
15:00	0	1	1
15:15	0	0	0
15:30	0	0	0
15:45	2	3	5
16:00	4	2	6
16:15	1	3	4
16:30	4	4	8
16:45	1	2	3
17:00	2	6	8
17:15	4	2	6
17:30	2	2	4
17:45	3	3	6
18:00	3	2	5
18:15	4	0	4
18:30	3	2	5
18:45	0	1	1
19:00	0	1	1
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**82**	**100**	**182**

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

APPENDIX B

ICU LEVEL OF SERVICE WORKSHEETS

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	531	0	0	292	58	191	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	531	0	0	292	58	191	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	531	0	0	292	58	191	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	531	0	0	292	58	191	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	531	0	0	292	58	191	0	2	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	531	0	0	292	58	191	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.67	0.33	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2837	563	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.10	0.10	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	32	8	32	110	15	115	32	271	15	12	841	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	8	32	110	15	115	32	271	15	12	841	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	8	32	110	15	115	32	271	15	12	841	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	8	32	110	15	115	32	271	15	12	841	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	8	32	110	15	115	32	271	15	12	841	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	8	32	110	15	115	32	271	15	12	841	35
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	340	1360	1700	196	1504	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.08	0.08	0.02	0.08	0.01	0.01	0.25	0.02
Crit Moves:	****				****		****				****	

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	77	0	203	143	273	0	0	718	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	203	143	273	0	0	718	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	77	0	203	143	273	0	0	718	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	95	0	250	176	336	0	0	884	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	250	176	336	0	0	884	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	0	250	176	336	0	0	884	110
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	3025	375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.15	0.10	0.10	0.00	0.00	0.29	0.29
Crit Moves:						****	****				****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	130	0	113	149	307	0	0	585	362
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	113	149	307	0	0	585	362
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	113	149	307	0	0	585	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	113	149	307	0	0	585	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	113	149	307	0	0	585	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	130	0	113	149	307	0	0	585	362
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.07	0.00	0.93	1.00	2.00	0.00	0.00	1.24	0.76
Final Sat.:	0	0	0	1819	0	1581	1700	3400	0	0	2100	1300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.09	0.09	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	594	320	46	1422	0	0	0	0	1181	0	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	594	320	46	1422	0	0	0	0	1181	0	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	594	320	46	1422	0	0	0	0	1181	0	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	594	320	46	1422	0	0	0	0	1181	0	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	320	46	1422	0	0	0	0	1181	0	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	594	320	46	1422	0	0	0	0	1181	0	177
OvlAdjVol:			0									131
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.19	0.03	0.42	0.00	0.00	0.00	0.00	0.35	0.00	0.10
OvlAdjV/S:			0.00									0.08
Crit Moves:	****			****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	E

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	1 0	1 1	0	0 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	44	707	0	0	2529	159	136	1	160	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	707	0	0	2529	159	136	1	160	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	707	0	0	2529	159	136	1	160	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	707	0	0	2529	159	136	1	160	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	707	0	0	2529	159	136	1	160	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	707	0	0	2529	159	136	1	160	2	0	0
OvlAdjVol:									116			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.88	0.12	0.99	0.01	1.00	1.00	0.00	0.00
Final Sat.:	1700	3400	0	1700	3199	201	1688	12	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.00	0.00	0.79	0.79	0.08	0.08	0.09	0.00	0.00	0.00
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****				****	

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2	1	1 0 1	2	0 1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	173	157	18	1505	462	702	270	826	78	16	479	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	157	18	1505	462	702	270	826	78	16	479	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	157	18	1505	462	702	270	826	78	16	479	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	173	157	18	1505	462	702	270	826	78	16	479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	157	18	1505	462	702	270	826	78	16	479	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	173	157	18	1505	462	702	270	826	78	16	479	0
OvlAdjVol:						567						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	3.00	1.00	1.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1700	3050	350	5100	1700	1700	3400	3107	293	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.05	0.30	0.27	0.41	0.08	0.27	0.27	0.01	0.14	0.00
OvlAdjV/S:						0.33						
Crit Moves:	****					****		****		****		

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	324	0	0	428	156	85	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	324	0	0	428	156	85	0	3	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	324	0	0	428	156	85	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	324	0	0	428	156	85	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	324	0	0	428	156	85	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	324	0	0	428	156	85	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.47	0.53	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2492	908	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.17	0.17	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	0	11	36	2	64	100	1139	16	18	369	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	11	36	2	64	100	1139	16	18	369	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	11	36	2	64	100	1139	16	18	369	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	11	36	2	64	100	1139	16	18	369	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	11	36	2	64	100	1139	16	18	369	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	11	36	2	64	100	1139	16	18	369	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	52	1648	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.04	0.04	0.06	0.34	0.01	0.01	0.11	0.03
Crit Moves:	****				****			****		****		

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

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

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	119	0	106	112	1071	0	0	338	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	119	0	106	112	1071	0	0	338	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	119	0	106	112	1071	0	0	338	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	119	0	106	112	1071	0	0	338	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	0	106	112	1071	0	0	338	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	119	0	106	112	1071	0	0	338	117
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	2526	874
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.07	0.32	0.00	0.00	0.13	0.13
Crit Moves:						****		****			****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	168	0	64	84	1027	0	0	413	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	168	0	64	84	1027	0	0	413	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	0	64	84	1027	0	0	413	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	168	0	64	84	1027	0	0	413	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	64	84	1027	0	0	413	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	168	0	64	84	1027	0	0	413	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.45	0.00	0.55	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	2462	0	938	1700	3400	0	0	2732	668
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.30	0.00	0.00	0.15	0.15
Crit Moves:				****				****		****		

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1192	1473	127	758	0	0	0	0	376	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1192	1473	127	758	0	0	0	0	376	0	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1192	1473	127	758	0	0	0	0	376	0	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1192	1473	127	758	0	0	0	0	376	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1192	1473	127	758	0	0	0	0	376	0	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1192	1473	127	758	0	0	0	0	376	0	63
OvlAdjVol:			1285									0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.87	0.07	0.22	0.00	0.00	0.00	0.00	0.11	0.00	0.04
OvlAdjV/S:			0.76									0.00
Crit Moves:			****	****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	62	2273	1	1	987	168	403	1	44	0	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	2273	1	1	987	168	403	1	44	0	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	2273	1	1	987	168	403	1	44	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	2273	1	1	987	168	403	1	44	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2273	1	1	987	168	403	1	44	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2273	1	1	987	168	403	1	44	0	1	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.71	0.29	0.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	3399	1	1700	2905	495	1696	4	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.67	0.67	0.00	0.34	0.34	0.24	0.24	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****				****	

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2	1	1 0 1	2	0 1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	97	487	7	509	160	322	693	424	94	12	935	1209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	487	7	509	160	322	693	424	94	12	935	1209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	487	7	509	160	322	693	424	94	12	935	1209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	97	487	7	509	160	322	693	424	94	12	935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	487	7	509	160	322	693	424	94	12	935	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	97	487	7	509	160	322	693	424	94	12	935	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	3.00	1.00	1.00	2.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1700	3352	48	5100	1700	1700	3400	2783	617	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.10	0.09	0.19	0.20	0.15	0.15	0.01	0.28	0.00
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****			****	

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	531	0	0	292	58	191	0	2	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	552	0	0	304	60	199	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	552	0	0	304	60	199	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	552	0	0	304	60	199	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	552	0	0	304	60	199	0	2	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	552	0	0	304	60	199	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.67	0.33	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2837	563	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.11	0.11	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	32	8	32	110	15	115	32	271	15	12	841	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	33	8	33	114	16	120	33	282	16	12	875	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	8	33	114	16	120	33	282	16	12	875	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	8	33	114	16	120	33	282	16	12	875	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	8	33	114	16	120	33	282	16	12	875	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	8	33	114	16	120	33	282	16	12	875	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	340	1360	1700	196	1504	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.08	0.08	0.02	0.08	0.01	0.01	0.26	0.02
Crit Moves:	****				****		****				****	

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

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

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	77	0	203	143	273	0	0	718	89
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	80	0	211	149	284	0	0	747	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	211	149	284	0	0	747	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	99	0	260	183	350	0	0	920	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	0	260	183	350	0	0	920	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	99	0	260	183	350	0	0	920	114
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	3025	375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.15	0.11	0.10	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	130	0	113	149	307	0	0	585	362
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	135	0	118	155	319	0	0	608	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	0	118	155	319	0	0	608	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	0	118	155	319	0	0	608	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	118	155	319	0	0	608	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	0	118	155	319	0	0	608	376
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.07	xxxx	0.93	1.00	2.00	0.00	0.00	1.24	0.76
Final Sat.:	0	0	0	1819	0	1581	1700	3400	0	0	2100	1300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.09	0.09	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	D

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	594	320	46	1422	0	0	0	0	1181	0	177
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	618	333	48	1479	0	0	0	0	1228	0	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Ser. Hills2:	0	27	0	0	11	0	0	0	0	0	0	0
Initial Fut:	0	645	333	48	1490	0	0	0	0	1228	0	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	645	333	48	1490	0	0	0	0	1228	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	645	333	48	1490	0	0	0	0	1228	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	645	333	48	1490	0	0	0	0	1228	0	184
OvlAdjVol:			0									136
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.20	0.03	0.44	0.00	0.00	0.00	0.00	0.36	0.00	0.11
OvlAdjV/S:			0.00									0.08
Crit Moves:	****			****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	1 0	1 1	0	0 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	44	707	0	0	2529	159	136	1	160	2	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	735	0	0	2630	165	141	1	166	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Ser. Hills2:	0	27	0	0	11	0	0	0	0	0	0	0
Initial Fut:	46	762	0	0	2641	165	141	1	166	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	762	0	0	2641	165	141	1	166	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	762	0	0	2641	165	141	1	166	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	762	0	0	2641	165	141	1	166	2	0	0
OvlAdjVol:									121			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.88	0.12	0.99	0.01	1.00	1.00	0.00	0.00
Final Sat.:	1700	3400	0	1700	3200	200	1688	12	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.00	0.00	0.83	0.83	0.08	0.08	0.10	0.00	0.00	0.00
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****				****	

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2	1	1 0 1	2	0 1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	173	157	18	1505	462	702	270	826	78	16	479	327
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	180	163	19	1565	480	730	281	859	81	17	498	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Ser. Hills2:	0	0	0	11	0	0	0	20	0	1	48	27
Initial Fut:	180	163	19	1576	480	730	281	879	81	18	546	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	180	163	19	1576	480	730	281	879	81	18	546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	163	19	1576	480	730	281	879	81	18	546	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	180	163	19	1576	480	730	281	879	81	18	546	0
OvlAdjVol:						590						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	3.00	1.00	1.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1700	3050	350	5100	1700	1700	3400	3113	287	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.05	0.31	0.28	0.43	0.08	0.28	0.28	0.01	0.16	0.00
OvlAdjV/S:						0.35						
Crit Moves:	****					****		****		****		

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.276
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	324	0	0	428	156	85	0	3	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	337	0	0	445	162	88	0	3	0	0	0
Added Vol:	0	-17	0	0	-25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	320	0	0	420	162	88	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	320	0	0	420	162	88	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	320	0	0	420	162	88	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	320	0	0	420	162	88	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2453	947	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.17	0.17	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	0	11	36	2	64	100	1139	16	18	369	57
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	10	0	11	37	2	67	104	1185	17	19	384	59
Added Vol:	0	0	0	0	0	0	0	-5	0	0	-15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	11	37	2	67	104	1180	17	19	369	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	11	37	2	67	104	1180	17	19	369	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	11	37	2	67	104	1180	17	19	369	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	11	37	2	67	104	1180	17	19	369	59
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	52	1648	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.04	0.04	0.06	0.35	0.01	0.01	0.11	0.03
Crit Moves:	****				****			****		****		

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	119	0	106	112	1071	0	0	338	117
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	124	0	110	116	1114	0	0	352	122
Added Vol:	0	0	0	3	0	-8	-3	-3	0	0	-6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	127	0	102	113	1111	0	0	346	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	0	102	113	1111	0	0	346	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	102	113	1111	0	0	346	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	127	0	102	113	1111	0	0	346	122
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.48	0.52
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	2514	886
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.07	0.33	0.00	0.00	0.14	0.14
Crit Moves:						****		****			****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1!	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	0	0	0	168	0	64	84	1027	0	0	413	101
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	175	0	67	87	1068	0	0	430	105
Added Vol:	0	0	0	0	0	0	0	-1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	175	0	67	87	1067	0	0	430	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	175	0	67	87	1067	0	0	430	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	67	87	1067	0	0	430	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	175	0	67	87	1067	0	0	430	105
Saturation Flow Module:																	
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.45	0.00	0.55	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	2462	0	938	1700	3400	0	0	2732	668
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.31	0.00	0.00	0.16	0.16
Crit Moves:				****				****		****		

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	1192	1473	127	758	0	0	0	0	376	0	63
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1240	1532	132	788	0	0	0	0	391	0	66
Added Vol:	0	0	-5	0	0	0	0	0	0	-8	0	0
Ser. Hills2:	0	14	0	0	33	0	0	0	0	0	0	0
Initial Fut:	0	1254	1527	132	821	0	0	0	0	383	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1254	1527	132	821	0	0	0	0	383	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1254	1527	132	821	0	0	0	0	383	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1254	1527	132	821	0	0	0	0	383	0	66
OvlAdjVol:			1335									0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.90	0.08	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.04
OvlAdjV/S:			0.79									0.00
Crit Moves:			****	****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	62	2273	1	1	987	168	403	1	44	0	1	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	64	2364	1	1	1026	175	419	1	46	0	1	0
Added Vol:	0	-5	0	0	-8	0	0	0	0	0	0	0
Ser. Hills2:	0	14	0	0	33	0	0	0	0	0	0	0
Initial Fut:	64	2373	1	1	1051	175	419	1	46	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	2373	1	1	1051	175	419	1	46	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	2373	1	1	1051	175	419	1	46	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	2373	1	1	1051	175	419	1	46	0	1	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.72	0.28	0.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	3399	1	1700	2916	484	1696	4	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.70	0.70	0.00	0.36	0.36	0.25	0.25	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2	1	1 0 1	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	97	487	7	509	160	322	693	424	94	12	935	1209
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	101	506	7	529	166	335	721	441	98	12	972	1257
Added Vol:	0	0	0	-5	-1	-3	-2	0	0	0	0	-3
Ser. Hills2:	0	0	1	33	0	0	0	59	0	0	25	14
Initial Fut:	101	506	8	557	165	332	719	500	98	12	997	1268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	101	506	8	557	165	332	719	500	98	12	997	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	506	8	557	165	332	719	500	98	12	997	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	101	506	8	557	165	332	719	500	98	12	997	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	3.00	1.00	1.00	2.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1700	3345	55	5100	1700	1700	3400	2844	556	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.11	0.10	0.20	0.21	0.18	0.18	0.01	0.29	0.00
OvlAdjV/S:						0.00						
Crit Moves:			****	****			****				****	

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	492	0	0	276	59	206	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	492	0	0	276	59	206	0	3	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	492	0	0	276	59	206	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	492	0	0	276	59	206	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	492	0	0	276	59	206	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	492	0	0	276	59	206	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.65	0.35	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2801	599	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.10	0.10	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	32	8	32	110	15	115	32	309	15	12	1066	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	8	32	110	15	115	32	309	15	12	1066	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	8	32	110	15	115	32	309	15	12	1066	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	8	32	110	15	115	32	309	15	12	1066	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	8	32	110	15	115	32	309	15	12	1066	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	8	32	110	15	115	32	309	15	12	1066	35
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	340	1360	1700	196	1504	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.08	0.08	0.02	0.09	0.01	0.01	0.31	0.02
Crit Moves:	****				****		****				****	

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	91	0	229	186	288	0	0	917	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	91	0	229	186	288	0	0	917	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	91	0	229	186	288	0	0	917	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	111	0	279	227	351	0	0	1117	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	0	279	227	351	0	0	1117	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	111	0	279	227	351	0	0	1117	130
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	3045	355
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.16	0.13	0.10	0.00	0.00	0.37	0.37
Crit Moves:						****	****				****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	147	0	121	133	386	0	0	739	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	147	0	121	133	386	0	0	739	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	147	0	121	133	386	0	0	739	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	147	0	121	133	386	0	0	739	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	0	121	133	386	0	0	739	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	147	0	121	133	386	0	0	739	377
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.10	0.00	0.90	1.00	2.00	0.00	0.00	1.32	0.68
Final Sat.:	0	0	0	1865	0	1535	1700	3400	0	0	2251	1149
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.08	0.11	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 2	1 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	1321	320	46	1779	0	0	0	0	1181	0	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1321	320	46	1779	0	0	0	0	1181	0	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1321	320	46	1779	0	0	0	0	1181	0	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1321	320	46	1779	0	0	0	0	1181	0	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1321	320	46	1779	0	0	0	0	1181	0	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1321	320	46	1779	0	0	0	0	1181	0	177
OvlAdjVol:			0									131
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	2.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5100	3400	1700	5100	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.09	0.03	0.35	0.00	0.00	0.00	0.00	0.35	0.00	0.10
OvlAdjV/S:			0.00									0.08
Crit Moves:	****			****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	1 0	2 1	0	0 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	44	1434	0	0	2886	159	136	1	160	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1434	0	0	2886	159	136	1	160	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1434	0	0	2886	159	136	1	160	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1434	0	0	2886	159	136	1	160	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1434	0	0	2886	159	136	1	160	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1434	0	0	2886	159	136	1	160	2	0	0
OvlAdjVol:									116			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.84	0.16	0.99	0.01	1.00	1.00	0.00	0.00
Final Sat.:	1700	5100	0	1700	4834	266	1688	12	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.00	0.60	0.60	0.08	0.08	0.09	0.00	0.00	0.00
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****				****	

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	3 0	3	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	138	169	49	1915	536	575	158	726	67	147	1321	1154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	169	49	1915	536	575	158	726	67	147	1321	1154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	169	49	1915	536	575	158	726	67	147	1321	1154
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	138	169	49	1915	536	0	158	726	67	147	1321	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	169	49	1915	536	0	158	726	67	147	1321	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	138	169	49	1915	536	0	158	726	67	147	1321	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.55	0.45	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	2636	764	5100	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.38	0.11	0.00	0.05	0.14	0.04	0.04	0.26	0.00
Crit Moves:			****	****			****				****	

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.261
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	266	0	0	378	175	78	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	266	0	0	378	175	78	0	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	266	0	0	378	175	78	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	266	0	0	378	175	78	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	266	0	0	378	175	78	0	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	266	0	0	378	175	78	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.37	0.63	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2324	1076	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.16	0.16	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	0	11	36	2	64	100	1215	16	18	413	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	11	36	2	64	100	1215	16	18	413	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	11	36	2	64	100	1215	16	18	413	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	11	36	2	64	100	1215	16	18	413	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	11	36	2	64	100	1215	16	18	413	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	11	36	2	64	100	1215	16	18	413	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	52	1648	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.04	0.04	0.06	0.36	0.01	0.01	0.12	0.03
Crit Moves:	****				****			****		****		

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	139	0	81	89	1160	0	0	407	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	139	0	81	89	1160	0	0	407	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	0	81	89	1160	0	0	407	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	139	0	81	89	1160	0	0	407	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	81	89	1160	0	0	407	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	139	0	81	89	1160	0	0	407	105
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.59	0.41
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	2703	697
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.05	0.05	0.34	0.00	0.00	0.15	0.15
Crit Moves:						****		****			****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	322	0	74	87	1090	0	0	500	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	322	0	74	87	1090	0	0	500	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	74	87	1090	0	0	500	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	322	0	74	87	1090	0	0	500	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	74	87	1090	0	0	500	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	322	0	74	87	1090	0	0	500	122
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.63	0.00	0.37	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	2765	0	635	1700	3400	0	0	2733	667
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.05	0.32	0.00	0.00	0.18	0.18
Crit Moves:				****				****		****		

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 2	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1534	1473	127	1901	0	0	0	0	376	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1534	1473	127	1901	0	0	0	0	376	0	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1534	1473	127	1901	0	0	0	0	376	0	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1534	1473	127	1901	0	0	0	0	376	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1534	1473	127	1901	0	0	0	0	376	0	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1534	1473	127	1901	0	0	0	0	376	0	63
OvlAdjVol:			1097									0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	2.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5100	3400	1700	5100	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.43	0.07	0.37	0.00	0.00	0.00	0.00	0.11	0.00	0.04
OvlAdjV/S:			0.32									0.00
Crit Moves:			****	****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	62	2615	1	1	2130	168	403	1	44	0	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	2615	1	1	2130	168	403	1	44	0	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	2615	1	1	2130	168	403	1	44	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	2615	1	1	2130	168	403	1	44	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2615	1	1	2130	168	403	1	44	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2615	1	1	2130	168	403	1	44	0	1	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.78	0.22	0.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	5098	2	1700	4727	373	1696	4	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.51	0.51	0.00	0.45	0.45	0.24	0.24	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	D

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 3			0 1 2			0 3 0		1
Volume Module:												
Base Vol:	145	469	56	1530	226	378	501	993	143	33	847	1761
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	469	56	1530	226	378	501	993	143	33	847	1761
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	469	56	1530	226	378	501	993	143	33	847	1761
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	145	469	56	1530	226	0	501	993	143	33	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	469	56	1530	226	0	501	993	143	33	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	145	469	56	1530	226	0	501	993	143	33	847	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.79	0.21	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	3037	363	5100	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.30	0.04	0.00	0.15	0.19	0.08	0.01	0.17	0.00
Crit Moves:	****			****			****				****	

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	531	0	0	292	58	191	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	531	0	0	292	58	191	0	2	0	0	0
Added Vol:	0	-18	0	0	-27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	513	0	0	265	58	191	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	513	0	0	265	58	191	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	513	0	0	265	58	191	0	2	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	513	0	0	265	58	191	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.64	0.36	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2789	611	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.10	0.09	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	32	8	32	110	15	115	32	271	15	12	841	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	8	32	110	15	115	32	271	15	12	841	35
Added Vol:	0	0	0	0	0	0	0	-14	0	0	-12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	8	32	110	15	115	32	257	15	12	829	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	8	32	110	15	115	32	257	15	12	829	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	8	32	110	15	115	32	257	15	12	829	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	8	32	110	15	115	32	257	15	12	829	35
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	340	1360	1700	196	1504	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.08	0.08	0.02	0.08	0.01	0.01	0.24	0.02
Crit Moves:	****				****		****				****	

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	77	0	203	143	273	0	0	718	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	203	143	273	0	0	718	89
Added Vol:	0	0	0	1	0	-9	-7	-7	0	0	-3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	194	136	266	0	0	715	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	96	0	239	167	328	0	0	881	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	239	167	328	0	0	881	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	239	167	328	0	0	881	111
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	3020	380
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.14	0.10	0.10	0.00	0.00	0.29	0.29
Crit Moves:						****	****				****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	130	0	113	149	307	0	0	585	362
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	113	149	307	0	0	585	362
Added Vol:	0	0	0	0	0	0	0	0	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	113	149	307	0	0	582	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	113	149	307	0	0	582	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	113	149	307	0	0	582	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	130	0	113	149	307	0	0	582	362
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.07	0.00	0.93	1.00	2.00	0.00	0.00	1.23	0.77
Final Sat.:	0	0	0	1819	0	1581	1700	3400	0	0	2096	1304
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.09	0.09	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	594	320	46	1422	0	0	0	0	1181	0	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	594	320	46	1422	0	0	0	0	1181	0	177
Added Vol:	0	0	-14	0	0	0	0	0	0	-5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	594	306	46	1422	0	0	0	0	1176	0	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	594	306	46	1422	0	0	0	0	1176	0	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	306	46	1422	0	0	0	0	1176	0	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	594	306	46	1422	0	0	0	0	1176	0	177
OvlAdjVol:			0									131
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.18	0.03	0.42	0.00	0.00	0.00	0.00	0.35	0.00	0.10
OvlAdjV/S:			0.00									0.08
Crit Moves:	****			****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	Level Of Service:	E

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	1 0	1 1	0	0 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	44	707	0	0	2529	159	136	1	160	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	707	0	0	2529	159	136	1	160	2	0	0
Added Vol:	0	-14	0	0	-5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	693	0	0	2524	159	136	1	160	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	693	0	0	2524	159	136	1	160	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	693	0	0	2524	159	136	1	160	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	693	0	0	2524	159	136	1	160	2	0	0
OvlAdjVol:									116			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.88	0.12	0.99	0.01	1.00	1.00	0.00	0.00
Final Sat.:	1700	3400	0	1700	3199	201	1688	12	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.00	0.00	0.79	0.79	0.08	0.08	0.09	0.00	0.00	0.00
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****				****	

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2	1	1 0 1	2	0 1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	173	157	18	1505	462	702	270	826	78	16	479	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	157	18	1505	462	702	270	826	78	16	479	327
Added Vol:	0	-2	0	-3	0	-2	-4	0	0	0	0	-8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	155	18	1502	462	700	266	826	78	16	479	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	173	155	18	1502	462	700	266	826	78	16	479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	155	18	1502	462	700	266	826	78	16	479	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	173	155	18	1502	462	700	266	826	78	16	479	0
OvlAdjVol:						567						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	3.00	1.00	1.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1700	3046	354	5100	1700	1700	3400	3107	293	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.05	0.29	0.27	0.41	0.08	0.27	0.27	0.01	0.14	0.00
OvlAdjV/S:						0.33						
Crit Moves:	****					****		****		****		

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	324	0	0	428	156	85	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	324	0	0	428	156	85	0	3	0	0	0
Added Vol:	0	-17	0	0	-25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	307	0	0	403	156	85	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	307	0	0	403	156	85	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	307	0	0	403	156	85	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	307	0	0	403	156	85	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2451	949	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.16	0.16	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	0	11	36	2	64	100	1139	16	18	369	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	11	36	2	64	100	1139	16	18	369	57
Added Vol:	0	0	0	0	0	0	0	-5	0	0	-15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	11	36	2	64	100	1134	16	18	354	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	11	36	2	64	100	1134	16	18	354	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	11	36	2	64	100	1134	16	18	354	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	11	36	2	64	100	1134	16	18	354	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	52	1648	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.04	0.04	0.06	0.33	0.01	0.01	0.10	0.03
Crit Moves:	****				****			****		****		

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	119	0	106	112	1071	0	0	338	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	119	0	106	112	1071	0	0	338	117
Added Vol:	0	0	0	3	0	-8	-3	-3	0	0	-6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	0	98	109	1068	0	0	332	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	98	109	1068	0	0	332	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	98	109	1068	0	0	332	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	122	0	98	109	1068	0	0	332	117
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.48	0.52
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	2514	886
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.06	0.31	0.00	0.00	0.13	0.13
Crit Moves:						****		****			****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	168	0	64	84	1027	0	0	413	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	168	0	64	84	1027	0	0	413	101
Added Vol:	0	0	0	0	0	0	0	-1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	0	64	84	1026	0	0	413	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	168	0	64	84	1026	0	0	413	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	64	84	1026	0	0	413	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	168	0	64	84	1026	0	0	413	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.45	0.00	0.55	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	2462	0	938	1700	3400	0	0	2732	668
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.30	0.00	0.00	0.15	0.15
Crit Moves:				****				****		****		

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1192	1473	127	758	0	0	0	0	376	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1192	1473	127	758	0	0	0	0	376	0	63
Added Vol:	0	0	-5	0	0	0	0	0	0	-8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1192	1468	127	758	0	0	0	0	368	0	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1192	1468	127	758	0	0	0	0	368	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1192	1468	127	758	0	0	0	0	368	0	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1192	1468	127	758	0	0	0	0	368	0	63
OvlAdjVol:			1284									0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.86	0.07	0.22	0.00	0.00	0.00	0.00	0.11	0.00	0.04
OvlAdjV/S:			0.76									0.00
Crit Moves:			****	****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	E

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	62	2273	1	1	987	168	403	1	44	0	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	2273	1	1	987	168	403	1	44	0	1	0
Added Vol:	0	-5	0	0	-8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	2268	1	1	979	168	403	1	44	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	2268	1	1	979	168	403	1	44	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2268	1	1	979	168	403	1	44	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2268	1	1	979	168	403	1	44	0	1	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.71	0.29	0.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	3399	1	1700	2902	498	1696	4	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.67	0.67	0.00	0.34	0.34	0.24	0.24	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****				****	

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2	1	1 0 1	2	0 1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	97	487	7	509	160	322	693	424	94	12	935	1209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	487	7	509	160	322	693	424	94	12	935	1209
Added Vol:	0	0	0	-5	-1	-3	-2	0	0	0	0	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	487	7	504	159	319	691	424	94	12	935	1206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	97	487	7	504	159	319	691	424	94	12	935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	487	7	504	159	319	691	424	94	12	935	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	97	487	7	504	159	319	691	424	94	12	935	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	3.00	1.00	1.00	2.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1700	3352	48	5100	1700	1700	3400	2783	617	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.10	0.09	0.19	0.20	0.15	0.15	0.01	0.28	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****				****	

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	531	0	0	292	58	191	0	2	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	552	0	0	304	60	199	0	2	0	0	0
Added Vol:	0	-18	0	0	-27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	534	0	0	277	60	199	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	534	0	0	277	60	199	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	534	0	0	277	60	199	0	2	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	534	0	0	277	60	199	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.64	0.36	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2791	609	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.10	0.10	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	32	8	32	110	15	115	32	271	15	12	841	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	33	8	33	114	16	120	33	282	16	12	875	36
Added Vol:	0	0	0	0	0	0	0	-14	0	0	-12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	8	33	114	16	120	33	268	16	12	863	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	8	33	114	16	120	33	268	16	12	863	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	8	33	114	16	120	33	268	16	12	863	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	8	33	114	16	120	33	268	16	12	863	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	340	1360	1700	196	1504	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.08	0.08	0.02	0.08	0.01	0.01	0.25	0.02
Crit Moves:	****				****		****				****	

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	77	0	203	143	273	0	0	718	89
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	80	0	211	149	284	0	0	747	93
Added Vol:	0	0	0	1	0	-9	-7	-7	0	0	-3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	0	202	142	277	0	0	744	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	100	0	249	175	341	0	0	916	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	249	175	341	0	0	916	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	100	0	249	175	341	0	0	916	115
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	3020	380
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.15	0.10	0.10	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	130	0	113	149	307	0	0	585	362
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	135	0	118	155	319	0	0	608	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	0	118	155	319	0	0	605	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	0	118	155	319	0	0	605	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	118	155	319	0	0	605	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	0	118	155	319	0	0	605	376
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.07	xxxx	0.93	1.00	2.00	0.00	0.00	1.23	0.77
Final Sat.:	0	0	0	1819	0	1581	1700	3400	0	0	2096	1304
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.09	0.09	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	594	320	46	1422	0	0	0	0	1181	0	177
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	618	333	48	1479	0	0	0	0	1228	0	184
Added Vol:	0	0	-14	0	0	0	0	0	0	-5	0	0
Ser. Hills2:	0	27	0	0	11	0	0	0	0	0	0	0
Initial Fut:	0	645	319	48	1490	0	0	0	0	1223	0	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	645	319	48	1490	0	0	0	0	1223	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	645	319	48	1490	0	0	0	0	1223	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	645	319	48	1490	0	0	0	0	1223	0	184
OvlAdjVol:			0									136
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.03	0.44	0.00	0.00	0.00	0.00	0.36	0.00	0.11
OvlAdjV/S:			0.00									0.08
Crit Moves:	****			****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	1 0	1 1	0	0 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	44	707	0	0	2529	159	136	1	160	2	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	735	0	0	2630	165	141	1	166	2	0	0
Added Vol:	0	-14	0	0	-5	0	0	0	0	0	0	0
Ser. Hills2:	0	27	0	0	11	0	0	0	0	0	0	0
Initial Fut:	46	748	0	0	2636	165	141	1	166	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	748	0	0	2636	165	141	1	166	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	748	0	0	2636	165	141	1	166	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	748	0	0	2636	165	141	1	166	2	0	0
OvlAdjVol:									121			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.88	0.12	0.99	0.01	1.00	1.00	0.00	0.00
Final Sat.:	1700	3400	0	1700	3199	201	1688	12	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.00	0.00	0.82	0.82	0.08	0.08	0.10	0.00	0.00	0.00
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****				****	

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2	1	1 0 1	2	0 1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	173	157	18	1505	462	702	270	826	78	16	479	327
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	180	163	19	1565	480	730	281	859	81	17	498	340
Added Vol:	0	-2	0	-3	0	-2	-4	0	0	0	0	-8
Ser. Hills2:	0	0	0	11	0	0	0	20	0	1	48	27
Initial Fut:	180	161	19	1573	480	728	277	879	81	18	546	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	180	161	19	1573	480	728	277	879	81	18	546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	161	19	1573	480	728	277	879	81	18	546	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	180	161	19	1573	480	728	277	879	81	18	546	0
OvlAdjVol:						590						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	3.00	1.00	1.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1700	3046	354	5100	1700	1700	3400	3113	287	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.05	0.31	0.28	0.43	0.08	0.28	0.28	0.01	0.16	0.00
OvlAdjV/S:						0.35						
Crit Moves:	****					****		****		****		

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.276
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	324	0	0	428	156	85	0	3	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	337	0	0	445	162	88	0	3	0	0	0
Added Vol:	0	-17	0	0	-25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	320	0	0	420	162	88	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	320	0	0	420	162	88	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	320	0	0	420	162	88	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	320	0	0	420	162	88	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2453	947	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.17	0.17	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	0	11	36	2	64	100	1139	16	18	369	57
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	10	0	11	37	2	67	104	1185	17	19	384	59
Added Vol:	0	0	0	0	0	0	0	-5	0	0	-15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	11	37	2	67	104	1180	17	19	369	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	11	37	2	67	104	1180	17	19	369	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	11	37	2	67	104	1180	17	19	369	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	11	37	2	67	104	1180	17	19	369	59
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	52	1648	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.04	0.04	0.06	0.35	0.01	0.01	0.11	0.03
Crit Moves:	****				****			****		****		

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	119	0	106	112	1071	0	0	338	117
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	124	0	110	116	1114	0	0	352	122
Added Vol:	0	0	0	3	0	-8	-3	-3	0	0	-6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	127	0	102	113	1111	0	0	346	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	0	102	113	1111	0	0	346	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	102	113	1111	0	0	346	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	127	0	102	113	1111	0	0	346	122
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.48	0.52
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	2514	886
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.07	0.33	0.00	0.00	0.14	0.14
Crit Moves:						****		****			****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	168	0	64	84	1027	0	0	413	101
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	175	0	67	87	1068	0	0	430	105
Added Vol:	0	0	0	0	0	0	0	-1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	175	0	67	87	1067	0	0	430	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	175	0	67	87	1067	0	0	430	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	67	87	1067	0	0	430	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	175	0	67	87	1067	0	0	430	105
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.45	0.00	0.55	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	2462	0	938	1700	3400	0	0	2732	668
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.31	0.00	0.00	0.16	0.16
Crit Moves:				****				****		****		

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1192	1473	127	758	0	0	0	0	376	0	63
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1240	1532	132	788	0	0	0	0	391	0	66
Added Vol:	0	0	-5	0	0	0	0	0	0	-8	0	0
Ser. Hills2:	0	14	0	0	33	0	0	0	0	0	0	0
Initial Fut:	0	1254	1527	132	821	0	0	0	0	383	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1254	1527	132	821	0	0	0	0	383	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1254	1527	132	821	0	0	0	0	383	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1254	1527	132	821	0	0	0	0	383	0	66
OvlAdjVol:			1335									0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.90	0.08	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.04
OvlAdjV/S:			0.79									0.00
Crit Moves:			****	****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	62	2273	1	1	987	168	403	1	44	0	1	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	64	2364	1	1	1026	175	419	1	46	0	1	0
Added Vol:	0	-5	0	0	-8	0	0	0	0	0	0	0
Ser. Hills2:	0	14	0	0	33	0	0	0	0	0	0	0
Initial Fut:	64	2373	1	1	1051	175	419	1	46	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	2373	1	1	1051	175	419	1	46	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	2373	1	1	1051	175	419	1	46	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	2373	1	1	1051	175	419	1	46	0	1	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.72	0.28	0.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	3399	1	1700	2916	484	1696	4	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.70	0.70	0.00	0.36	0.36	0.25	0.25	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2	1	1 0 1	2	0 1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	97	487	7	509	160	322	693	424	94	12	935	1209
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	101	506	7	529	166	335	721	441	98	12	972	1257
Added Vol:	0	0	0	-5	-1	-3	-2	0	0	0	0	-3
Ser. Hills2:	0	0	1	33	0	0	0	59	0	0	25	14
Initial Fut:	101	506	8	557	165	332	719	500	98	12	997	1268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	101	506	8	557	165	332	719	500	98	12	997	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	506	8	557	165	332	719	500	98	12	997	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	101	506	8	557	165	332	719	500	98	12	997	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	3.00	1.00	1.00	2.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1700	3345	55	5100	1700	1700	3400	2844	556	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.11	0.10	0.20	0.21	0.18	0.18	0.01	0.29	0.00
OvlAdjV/S:						0.00						
Crit Moves:			****	****			****				****	

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	489	0	0	263	59	206	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	489	0	0	263	59	206	0	3	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	489	0	0	263	59	206	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	489	0	0	263	59	206	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	489	0	0	263	59	206	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	489	0	0	263	59	206	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2777	623	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.09	0.09	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	32	8	32	110	15	115	32	304	15	12	1072	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	8	32	110	15	115	32	304	15	12	1072	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	8	32	110	15	115	32	304	15	12	1072	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	8	32	110	15	115	32	304	15	12	1072	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	8	32	110	15	115	32	304	15	12	1072	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	8	32	110	15	115	32	304	15	12	1072	35
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	340	1360	1700	196	1504	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.08	0.08	0.02	0.09	0.01	0.01	0.32	0.02
Crit Moves:	****				****		****				****	

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	92	0	226	184	286	0	0	925	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	92	0	226	184	286	0	0	925	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	92	0	226	184	286	0	0	925	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	112	0	275	224	348	0	0	1127	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	275	224	348	0	0	1127	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	275	224	348	0	0	1127	132
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	3045	355
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.16	0.13	0.10	0.00	0.00	0.37	0.37
Crit Moves:						****	****				****	

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	147	0	121	133	389	0	0	738	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	147	0	121	133	389	0	0	738	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	147	0	121	133	389	0	0	738	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	147	0	121	133	389	0	0	738	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	0	121	133	389	0	0	738	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	147	0	121	133	389	0	0	738	377
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.10	0.00	0.90	1.00	2.00	0.00	0.00	1.32	0.68
Final Sat.:	0	0	0	1865	0	1535	1700	3400	0	0	2250	1150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.08	0.11	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 2	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1321	315	46	1779	0	0	0	0	1189	0	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1321	315	46	1779	0	0	0	0	1189	0	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1321	315	46	1779	0	0	0	0	1189	0	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1321	315	46	1779	0	0	0	0	1189	0	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1321	315	46	1779	0	0	0	0	1189	0	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1321	315	46	1779	0	0	0	0	1189	0	177
OvlAdjVol:			0									131
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	2.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5100	3400	1700	5100	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.09	0.03	0.35	0.00	0.00	0.00	0.00	0.35	0.00	0.10
OvlAdjV/S:			0.00									0.08
Crit Moves:	****			****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	1 0	2 1	0	0 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	44	1429	0	0	2894	159	136	1	160	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1429	0	0	2894	159	136	1	160	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1429	0	0	2894	159	136	1	160	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1429	0	0	2894	159	136	1	160	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1429	0	0	2894	159	136	1	160	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1429	0	0	2894	159	136	1	160	2	0	0
OvlAdjVol:									116			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.84	0.16	0.99	0.01	1.00	1.00	0.00	0.00
Final Sat.:	1700	5100	0	1700	4834	266	1688	12	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.00	0.60	0.60	0.08	0.08	0.09	0.00	0.00	0.00
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****				****	

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	3 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	138	169	49	1919	537	576	156	726	67	147	1321	1151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	169	49	1919	537	576	156	726	67	147	1321	1151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	169	49	1919	537	576	156	726	67	147	1321	1151
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	138	169	49	1919	537	0	156	726	67	147	1321	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	169	49	1919	537	0	156	726	67	147	1321	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	138	169	49	1919	537	0	156	726	67	147	1321	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.55	0.45	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	2636	764	5100	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.38	0.11	0.00	0.05	0.14	0.04	0.04	0.26	0.00
Crit Moves:			****	****			****				****	

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

Intersection #1 Nohl Ranch Rd/Stage Coach Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	4	233	0	0	338	175	78	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	233	0	0	338	175	78	0	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	233	0	0	338	175	78	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	233	0	0	338	175	78	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	233	0	0	338	175	78	0	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	233	0	0	338	175	78	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.32	0.68	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	2240	1160	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.15	0.15	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #4 Kendra Dr/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	10	0	11	36	2	64	100	1201	16	18	380	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	11	36	2	64	100	1201	16	18	380	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	11	36	2	64	100	1201	16	18	380	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	11	36	2	64	100	1201	16	18	380	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	11	36	2	64	100	1201	16	18	380	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	11	36	2	64	100	1201	16	18	380	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	52	1648	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.04	0.04	0.06	0.35	0.01	0.01	0.11	0.03
Crit Moves:	****				****			****		****		

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

Intersection #5 Nohl Ranch Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Serrano Ave						Nohl Ranch Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	142	0	66	81	1152	0	0	389	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	142	0	66	81	1152	0	0	389	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	142	0	66	81	1152	0	0	389	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	142	0	66	81	1152	0	0	389	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	66	81	1152	0	0	389	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	142	0	66	81	1152	0	0	389	105
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.57	0.43
Final Sat.:	0	0	0	3400	0	1700	1700	3400	0	0	2677	723
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.34	0.00	0.00	0.15	0.15
Crit Moves:				****				****		****		

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

Intersection #9 Canyon Rim Rd/Serrano Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0 0	1	0	2 0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	322	0	74	87	1085	0	0	497	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	322	0	74	87	1085	0	0	497	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	74	87	1085	0	0	497	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	322	0	74	87	1085	0	0	497	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	74	87	1085	0	0	497	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	322	0	74	87	1085	0	0	497	122
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.63	0.00	0.37	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	2765	0	635	1700	3400	0	0	2730	670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.05	0.32	0.00	0.00	0.18	0.18
Crit Moves:				****				****		****		

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

Intersection #10 Cannon Street/Serrano Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Cannon Street						Serrano Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 2	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1534	1459	127	1901	0	0	0	0	355	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1534	1459	127	1901	0	0	0	0	355	0	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1534	1459	127	1901	0	0	0	0	355	0	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1534	1459	127	1901	0	0	0	0	355	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1534	1459	127	1901	0	0	0	0	355	0	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1534	1459	127	1901	0	0	0	0	355	0	63
OvlAdjVol:			1104									0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	2.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5100	3400	1700	5100	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.43	0.07	0.37	0.00	0.00	0.00	0.00	0.10	0.00	0.04
OvlAdjV/S:			0.32									0.00
Crit Moves:			****	****						****		

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

Intersection #11 Cannon Street/ Taft Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Cannon Street						Taft Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	62	2601	1	1	2109	168	403	1	44	0	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	2601	1	1	2109	168	403	1	44	0	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	2601	1	1	2109	168	403	1	44	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	2601	1	1	2109	168	403	1	44	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2601	1	1	2109	168	403	1	44	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2601	1	1	2109	168	403	1	44	0	1	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.78	0.22	0.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	5098	2	1700	4724	376	1696	4	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.51	0.51	0.00	0.45	0.45	0.24	0.24	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

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

Intersection #12 Cannon Street/E Santiago Canyon Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Cannon Street						E Santiago Canyon Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 3			0 1 2			0 3 0		
Volume Module:												
Base Vol:	145	467	56	1518	223	372	496	993	143	33	847	1752
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	467	56	1518	223	372	496	993	143	33	847	1752
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	467	56	1518	223	372	496	993	143	33	847	1752
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	145	467	56	1518	223	0	496	993	143	33	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	467	56	1518	223	0	496	993	143	33	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	145	467	56	1518	223	0	496	993	143	33	847	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.79	0.21	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	3036	364	5100	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.30	0.04	0.00	0.15	0.19	0.08	0.01	0.17	0.00
Crit Moves:	****			****			****			****		

APPENDIX C

HCM LEVEL OF SERVICE WORKSHEETS

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	15	246	8	3	273
Future Vol, veh/h	35	15	246	8	3	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	16	267	9	3	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	427	138	0	0	276	0
Stage 1	272	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	556	885	-	-	1284	-
Stage 1	749	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	555	885	-	-	1284	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	625	1284	-
HCM Lane V/C Ratio	-	-	0.087	0.003	-
HCM Control Delay (s)	-	-	11.3	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	21	254	9	28	308
Future Vol, veh/h	9	21	254	9	28	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	23	276	10	30	335

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	475	143	0	0	286	0
Stage 1	281	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	540	879	-	-	1273	-
Stage 1	715	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	524	879	-	-	1273	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1273	-
HCM Lane V/C Ratio	-	-	0.026	0.024	-
HCM Control Delay (s)	-	-	9.2	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	319	862	5	5	16
Future Vol, veh/h	9	319	862	5	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	347	937	5	5	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	942	0	-	0	1134	471
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	194	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	724	-	-	-	196	539
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	724	-	-	-	193	539
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	820	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	724	-	-	-	539
HCM Lane V/C Ratio	0.014	-	-	-	0.032
HCM Control Delay (s)	10	-	-	-	11.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	315	4	5	850	12	6
Future Vol, veh/h	315	4	5	850	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	342	4	5	924	13	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	346	0	816	173
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	472	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1210	-	315	840
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1210	-	314	840
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	-	-	1210	-
HCM Lane V/C Ratio	0.038	-	-	0.004	-
HCM Control Delay (s)	12.3	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	313	845	7	0	7
Future Vol, veh/h	9	313	845	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	340	918	8	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	926	0	-	0	1112	463
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	734	-	-	-	203	546
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	734	-	-	-	200	546
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	734	-	-	-	546
HCM Lane V/C Ratio	0.013	-	-	-	0.014
HCM Control Delay (s)	10	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	10	256	12	11	205
Future Vol, veh/h	9	10	256	12	11	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	11	278	13	12	223

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	421	146	0	0	291	0
Stage 1	285	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	561	875	-	-	1268	-
Stage 1	738	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	556	875	-	-	1268	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	688	1268	-
HCM Lane V/C Ratio	-	-	0.03	0.009	-
HCM Control Delay (s)	-	-	10.4	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	19	268	9	28	214
Future Vol, veh/h	8	19	268	9	28	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	21	291	10	30	233

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	449	151	0	0	301	0
Stage 1	296	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	558	868	-	-	1257	-
Stage 1	703	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	543	868	-	-	1257	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	868	1257	-
HCM Lane V/C Ratio	-	-	0.024	0.024	-
HCM Control Delay (s)	-	-	9.2	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1192	453	5	5	14
Future Vol, veh/h	9	1192	453	5	5	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1296	492	5	5	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	497	0	-	0	1163	249
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	668	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1063	-	-	-	188	751
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	471	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1063	-	-	-	186	751
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	471	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1063	-	-	-	751
HCM Lane V/C Ratio	0.009	-	-	-	0.02
HCM Control Delay (s)	8.4	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1182	10	0	443	10	3
Future Vol, veh/h	1182	10	0	443	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1285	11	0	482	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1296	0	1532	648
Stage 1	-	-	-	-	1291	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	531	-	107	413
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	531	-	107	413
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	214	-	-	531	-
HCM Lane V/C Ratio	0.066	-	-	-	-
HCM Control Delay (s)	23	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1160	443	13	3	3
Future Vol, veh/h	22	1160	443	13	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1261	482	14	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	496	0	-	0	1168	248
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	679	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1064	-	-	-	186	752
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1064	-	-	-	182	752
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1064	-	-	-	293
HCM Lane V/C Ratio	0.022	-	-	-	0.022
HCM Control Delay (s)	8.5	-	-	-	17.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	16	256	8	3	264
Future Vol, veh/h	36	16	256	8	3	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	17	278	9	3	287

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	433	144	0	0	287	0
Stage 1	283	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	551	877	-	-	1272	-
Stage 1	740	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	550	877	-	-	1272	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	621	1272	-
HCM Lane V/C Ratio	-	-	0.091	0.003	-
HCM Control Delay (s)	-	-	11.4	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	22	264	6	29	320
Future Vol, veh/h	9	22	264	6	29	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	24	287	7	32	348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	494	147	0	0	294	0
Stage 1	291	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	527	873	-	-	1264	-
Stage 1	707	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	511	873	-	-	1264	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	873	1264	-
HCM Lane V/C Ratio	-	-	0.027	0.025	-
HCM Control Delay (s)	-	-	9.2	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	332	896	5	5	17
Future Vol, veh/h	9	332	896	5	5	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	361	974	5	5	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	979	0	-	0	1178	490
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	701	-	-	-	184	524
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	701	-	-	-	181	524
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	701	-	-	-	524
HCM Lane V/C Ratio	0.014	-	-	-	0.035
HCM Control Delay (s)	10.2	-	-	-	12.1
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	328	4	5	884	12	6
Future Vol, veh/h	328	4	5	884	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	357	4	5	961	13	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	361	0	850	181
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1194	-	300	831
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1194	-	299	831
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	501	-	-	1194	-
HCM Lane V/C Ratio	0.039	-	-	0.005	-
HCM Control Delay (s)	12.5	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	326	879	7	0	7
Future Vol, veh/h	9	326	879	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	354	955	8	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	963	0	-	0	1156	482
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	711	-	-	-	190	530
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	711	-	-	-	187	530
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	711	-	-	-	530
HCM Lane V/C Ratio	0.014	-	-	-	0.014
HCM Control Delay (s)	10.1	-	-	-	11.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	10	266	12	213	11
Future Vol, veh/h	9	10	266	12	213	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	11	289	13	232	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	766	151	0	0	302	0
Stage 1	296	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	339	868	-	-	1256	-
Stage 1	729	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	276	868	-	-	1256	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	8.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	431	1256	-
HCM Lane V/C Ratio	-	-	0.048	0.184	-
HCM Control Delay (s)	-	-	13.8	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.7	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	20	279	6	29	223
Future Vol, veh/h	8	20	279	6	29	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	22	303	7	32	242

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	468	155	0	0	310	0
Stage 1	307	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	545	863	-	-	1247	-
Stage 1	694	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	529	863	-	-	1247	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	863	1247	-
HCM Lane V/C Ratio	-	-	0.025	0.025	-
HCM Control Delay (s)	-	-	9.3	8	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1240	471	5	5	15
Future Vol, veh/h	9	1240	471	5	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1348	512	5	5	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	1209	259
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	694	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1045	-	-	-	175	740
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1045	-	-	-	173	740
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1045	-	-	-	740
HCM Lane V/C Ratio	0.009	-	-	-	0.022
HCM Control Delay (s)	8.5	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1229	10	0	461	10	3
Future Vol, veh/h	1229	10	0	461	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1336	11	0	501	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1347	0	1593	674
Stage 1	-	-	-	-	1342	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	507	-	98	397
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	507	-	98	397
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	202	-	-	507	-
HCM Lane V/C Ratio	0.07	-	-	-	-
HCM Control Delay (s)	24.2	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1206	461	14	3	3
Future Vol, veh/h	23	1206	461	14	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	1311	501	15	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	516	0	-	0	1215	258
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	706	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1046	-	-	-	174	741
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1046	-	-	-	170	741
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1046	-	-	-	277
HCM Lane V/C Ratio	0.024	-	-	-	0.024
HCM Control Delay (s)	8.5	-	-	-	18.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	15	287	8	3	313
Future Vol, veh/h	35	15	287	8	3	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	16	312	9	3	340

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	493	161	0	0	321	0
Stage 1	317	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	505	855	-	-	1236	-
Stage 1	711	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	504	855	-	-	1236	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	575	1236	-
HCM Lane V/C Ratio	-	-	0.095	0.003	-
HCM Control Delay (s)	-	-	11.9	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	21	295	9	28	348
Future Vol, veh/h	9	21	295	9	28	348
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	23	321	10	30	378

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	537	166	0	0	331	0
Stage 1	326	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	498	849	-	-	1225	-
Stage 1	679	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	483	849	-	-	1225	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	765	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	849	1225	-
HCM Lane V/C Ratio	-	-	0.027	0.025	-
HCM Control Delay (s)	-	-	9.4	8	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	348	1079	5	5	16
Future Vol, veh/h	9	348	1079	5	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	378	1173	5	5	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1178	0	-	0	1385	589
Stage 1	-	-	-	-	1176	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	589	-	-	-	134	452
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	589	-	-	-	132	452
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	589	-	-	-	452
HCM Lane V/C Ratio	0.017	-	-	-	0.038
HCM Control Delay (s)	11.2	-	-	-	13.3
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	344	4	5	1067	12	6
Future Vol, veh/h	344	4	5	1067	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	374	4	5	1160	13	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	378	0	966	189
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1177	-	252	821
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1177	-	251	821
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	1177	-
HCM Lane V/C Ratio	0.043	-	-	0.005	-
HCM Control Delay (s)	13.2	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	342	1062	7	0	7
Future Vol, veh/h	9	342	1062	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	372	1154	8	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1162	0	-	0	1364	581
Stage 1	-	-	-	-	1158	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	597	-	-	-	139	457
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	597	-	-	-	137	457
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	597	-	-	-	457
HCM Lane V/C Ratio	0.016	-	-	-	0.017
HCM Control Delay (s)	11.1	-	-	-	13
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	10	231	12	11	200
Future Vol, veh/h	9	10	231	12	11	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	11	251	13	12	217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	391	132	0	0	264	0
Stage 1	258	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	585	893	-	-	1297	-
Stage 1	761	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	580	893	-	-	1297	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	711	1297	-
HCM Lane V/C Ratio	-	-	0.029	0.009	-
HCM Control Delay (s)	-	-	10.2	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	19	243	9	28	209
Future Vol, veh/h	8	19	243	9	28	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	21	264	10	30	227

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	420	137	0	0	274	0
Stage 1	269	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	579	886	-	-	1286	-
Stage 1	725	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	563	886	-	-	1286	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	886	1286	-
HCM Lane V/C Ratio	-	-	0.023	0.024	-
HCM Control Delay (s)	-	-	9.2	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1301	510	5	5	14
Future Vol, veh/h	9	1301	510	5	5	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1414	554	5	5	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	559	0	-	0	1284	280
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	727	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1008	-	-	-	157	717
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1008	-	-	-	155	717
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1008	-	-	-	717
HCM Lane V/C Ratio	0.01	-	-	-	0.021
HCM Control Delay (s)	8.6	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1291	10	0	500	10	3
Future Vol, veh/h	1291	10	0	500	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1403	11	0	543	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1414	0	1681	707
Stage 1	-	-	-	-	1409	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	478	-	85	378
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	478	-	85	378
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	187	-	-	478	-
HCM Lane V/C Ratio	0.076	-	-	-	-
HCM Control Delay (s)	25.8	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1269	500	13	3	3
Future Vol, veh/h	22	1269	500	13	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1379	543	14	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	557	0	-	0	1288	279
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1010	-	-	-	156	718
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	434	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1010	-	-	-	152	718
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	434	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1010	-	-	-	251
HCM Lane V/C Ratio	0.024	-	-	-	0.026
HCM Control Delay (s)	8.7	-	-	-	19.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	15	228	8	3	246
Future Vol, veh/h	35	15	228	8	3	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	16	248	9	3	267

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	393	129	0	0	257	0
Stage 1	253	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	584	897	-	-	1305	-
Stage 1	766	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	583	897	-	-	1305	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	1305	-
HCM Lane V/C Ratio	-	-	0.083	0.002	-
HCM Control Delay (s)	-	-	11	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	255	2	0	327
Future Vol, veh/h	0	3	255	2	0	327
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	277	2	0	355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	140	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	882	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	882	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	882	-
HCM Lane V/C Ratio	-	-	0.004	-
HCM Control Delay (s)	-	-	9.1	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	319	862	2	5	14
Future Vol, veh/h	3	319	862	2	5	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	347	937	2	5	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	939	0	-	0	1118	470
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	726	-	-	-	201	540
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	726	-	-	-	200	540
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	726	-	-	-	540
HCM Lane V/C Ratio	0.004	-	-	-	0.028
HCM Control Delay (s)	10	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	315	4	5	847	12	6
Future Vol, veh/h	315	4	5	847	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	342	4	5	921	13	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	346	0	815	173
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1210	-	315	840
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1210	-	314	840
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	-	-	1210	-
HCM Lane V/C Ratio	0.038	-	-	0.004	-
HCM Control Delay (s)	12.3	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	313	842	7	0	7
Future Vol, veh/h	9	313	842	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	340	915	8	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	923	0	-	0	1109	462
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	736	-	-	-	204	547
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	201	547
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	736	-	-	-	547
HCM Lane V/C Ratio	0.013	-	-	-	0.014
HCM Control Delay (s)	10	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	10	239	12	11	180
Future Vol, veh/h	9	10	239	12	11	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	11	260	13	12	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	389	137	0	0	273	0
Stage 1	267	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	587	886	-	-	1287	-
Stage 1	754	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	886	-	-	1287	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	710	1287	-
HCM Lane V/C Ratio	-	-	0.029	0.009	-
HCM Control Delay (s)	-	-	10.2	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	268	6	0	217
Future Vol, veh/h	0	2	268	6	0	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	291	7	0	236

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	149	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	871	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	871	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	871	-
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	9.1	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1192	453	5	3	8
Future Vol, veh/h	10	1192	453	5	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1296	492	5	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	497	0	-	0	1165	249
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	670	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1063	-	-	-	187	751
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	185	751
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	470	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1063	-	-	-	751
HCM Lane V/C Ratio	0.01	-	-	-	0.012
HCM Control Delay (s)	8.4	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1180	10	0	443	10	3
Future Vol, veh/h	1180	10	0	443	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1283	11	0	482	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1294	0	1530	647
Stage 1	-	-	-	-	1289	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	531	-	108	414
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	531	-	108	414
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	215	-	-	531	-
HCM Lane V/C Ratio	0.066	-	-	-	-
HCM Control Delay (s)	22.9	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1158	443	13	3	3
Future Vol, veh/h	22	1158	443	13	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1259	482	14	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	496	0	-	0	1167	248
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1064	-	-	-	187	752
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1064	-	-	-	183	752
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1064	-	-	-	294
HCM Lane V/C Ratio	0.022	-	-	-	0.022
HCM Control Delay (s)	8.5	-	-	-	17.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	16	238	8	3	257
Future Vol, veh/h	36	16	238	8	3	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	17	259	9	3	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	410	134	0	0	268	0
Stage 1	264	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	570	890	-	-	1293	-
Stage 1	756	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	569	890	-	-	1293	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	640	1293	-
HCM Lane V/C Ratio	-	-	0.088	0.003	-
HCM Control Delay (s)	-	-	11.2	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	265	2	0	339
Future Vol, veh/h	0	4	265	2	0	339
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	288	2	0	368

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	145	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	876	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	876	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	876	-
HCM Lane V/C Ratio	-	-	0.005	-
HCM Control Delay (s)	-	-	9.1	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	332	896	2	5	15
Future Vol, veh/h	3	332	896	2	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	361	974	2	5	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	976	0	-	0	1162	488
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	703	-	-	-	188	526
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	703	-	-	-	187	526
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	703	-	-	-	526
HCM Lane V/C Ratio	0.005	-	-	-	0.031
HCM Control Delay (s)	10.1	-	-	-	12.1
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	328	4	5	881	12	6
Future Vol, veh/h	328	4	5	881	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	357	4	5	958	13	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	361	0	848	181
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1194	-	300	831
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1194	-	299	831
Mov Cap-2 Maneuver	-	-	-	-	419	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	502	-	-	1194	-
HCM Lane V/C Ratio	0.039	-	-	0.005	-
HCM Control Delay (s)	12.5	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	326	876	7	0	7
Future Vol, veh/h	9	326	876	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	354	952	8	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	960	0	-	0	1153	480
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	712	-	-	-	191	532
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	712	-	-	-	188	532
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	712	-	-	-	532
HCM Lane V/C Ratio	0.014	-	-	-	0.014
HCM Control Delay (s)	10.1	-	-	-	11.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	10	249	12	11	188
Future Vol, veh/h	9	10	249	12	11	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	11	271	13	12	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	404	142	0	0	284	0
Stage 1	278	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	575	880	-	-	1275	-
Stage 1	744	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	570	880	-	-	1275	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	700	1275	-
HCM Lane V/C Ratio	-	-	0.03	0.009	-
HCM Control Delay (s)	-	-	10.3	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	279	6	0	226
Future Vol, veh/h	0	3	279	6	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	303	7	0	246

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	155	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	863	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	863	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	863	-
HCM Lane V/C Ratio	-	-	0.004	-
HCM Control Delay (s)	-	-	9.2	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1240	471	5	3	9
Future Vol, veh/h	10	1240	471	5	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1348	512	5	3	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	1211	259
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	696	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1045	-	-	-	175	740
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1045	-	-	-	173	740
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	456	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1045	-	-	-	740
HCM Lane V/C Ratio	0.01	-	-	-	0.013
HCM Control Delay (s)	8.5	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1227	10	0	461	10	3
Future Vol, veh/h	1227	10	0	461	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1334	11	0	501	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1345	0	1591	673
Stage 1	-	-	-	-	1340	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	508	-	98	398
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	508	-	98	398
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	203	-	-	508	-
HCM Lane V/C Ratio	0.07	-	-	-	-
HCM Control Delay (s)	24.1	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1204	461	14	3	3
Future Vol, veh/h	23	1204	461	14	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	1309	501	15	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	516	0	-	0	1214	258
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	705	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1046	-	-	-	174	741
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	451	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1046	-	-	-	170	741
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	451	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1046	-	-	-	277
HCM Lane V/C Ratio	0.024	-	-	-	0.024
HCM Control Delay (s)	8.5	-	-	-	18.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	15	284	8	3	300
Future Vol, veh/h	35	15	284	8	3	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	16	309	9	3	326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	483	159	0	0	318	0
Stage 1	314	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	513	858	-	-	1239	-
Stage 1	714	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	512	858	-	-	1239	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	582	1239	-
HCM Lane V/C Ratio	-	-	0.093	0.003	-
HCM Control Delay (s)	-	-	11.8	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	296	7	0	349
Future Vol, veh/h	0	3	296	7	0	349
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	322	8	0	379

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	165	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	850	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	850	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	850	-
HCM Lane V/C Ratio	-	-	0.004	-
HCM Control Delay (s)	-	-	9.3	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	348	1079	4	5	13
Future Vol, veh/h	8	348	1079	4	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	378	1173	4	5	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1177	0	-	0	1382	589
Stage 1	-	-	-	-	1175	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	589	-	-	-	135	452
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	589	-	-	-	133	452
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	589	-	-	-	452
HCM Lane V/C Ratio	0.015	-	-	-	0.031
HCM Control Delay (s)	11.2	-	-	-	13.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	347	4	5	1066	12	6
Future Vol, veh/h	347	4	5	1066	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	377	4	5	1159	13	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	969	191
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1174	-	251	818
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1174	-	250	818
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	457	-	-	1174	-
HCM Lane V/C Ratio	0.043	-	-	0.005	-
HCM Control Delay (s)	13.2	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	345	1061	7	0	7
Future Vol, veh/h	9	345	1061	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	375	1153	8	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1161	0	-	0	1365	581
Stage 1	-	-	-	-	1157	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	597	-	-	-	139	457
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	597	-	-	-	137	457
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	597	-	-	-	457
HCM Lane V/C Ratio	0.016	-	-	-	0.017
HCM Control Delay (s)	11.1	-	-	-	13
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	10	198	12	11	160
Future Vol, veh/h	9	10	198	12	11	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	11	215	13	12	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	333	114	0	0	228	0
Stage 1	222	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	636	917	-	-	1337	-
Stage 1	794	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	630	917	-	-	1337	-
Mov Cap-2 Maneuver	630	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	754	1337	-
HCM Lane V/C Ratio	-	-	0.027	0.009	-
HCM Control Delay (s)	-	-	9.9	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	243	1	0	212
Future Vol, veh/h	0	2	243	1	0	212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	264	1	0	230

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	133	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	892	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	892	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	892	-
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	9	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1301	510	2	3	8
Future Vol, veh/h	4	1301	510	2	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1414	554	2	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	556	0	-	0	1270	278
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	715	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1011	-	-	-	160	719
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1011	-	-	-	159	719
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	446	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1011	-	-	-	719
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s)	8.6	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1286	10	0	497	10	3
Future Vol, veh/h	1286	10	0	497	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1398	11	0	540	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1409	0	1674	705
Stage 1	-	-	-	-	1404	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	480	-	86	379
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	480	-	86	379
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	751	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	-	-	480	-
HCM Lane V/C Ratio	0.075	-	-	-	-
HCM Control Delay (s)	25.7	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1264	497	13	3	3
Future Vol, veh/h	22	1264	497	13	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1374	540	14	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	554	0	-	0	1282	277
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	735	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1012	-	-	-	157	720
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1012	-	-	-	153	720
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1012	-	-	-	252
HCM Lane V/C Ratio	0.024	-	-	-	0.026
HCM Control Delay (s)	8.6	-	-	-	19.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1