APPENDIX F

BASIC FREEWAY SEGMENT ANALYSIS WORKSHEETS

APPENDIX F-I

EXISTING TRAFFIC CONDITIONS

Project	Information

Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zonin	g District Overlay	
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8079	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2170
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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Project Information

Troject miormation			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning	g District Overlay	
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6717	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1804
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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Project Information

Project mormation			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7991	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1717
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.4
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	63.8		
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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoni	ing District Overlay	
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6261	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1681
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.5		
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Project Information	Project	Information
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Project information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zonii	ng District Overlay	·
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	5880	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1579
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		
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Project Information

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Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning	g District Overlay	
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6067	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1629
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.5
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h	64.6		
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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors	•		
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity	•		
Demand Volume veh/h	6569	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1764
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		
Speed and Density	•		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

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Project	Information	

Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	5254	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1411
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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Project Information

Project mormation			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6969	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1497
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.5
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h	63.8		
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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors	-		
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8290	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2226
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.95
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	40.0
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.5		

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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7515	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2018
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.86
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		
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Project Information

Project miormation			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7839	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2105
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	36.4
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2020 University of Florida. All Rights R	64.6 eserved. HCSTM Freew	ays Version 7.8	Generated: 08/21/2020 09:26:39

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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7274	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1953
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6265	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1682
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D

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64.2

Adjusted Free-Flow Speed (FFSadj), mi/h

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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8746	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1879
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.8
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	63.8		
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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7345	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1972
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.5		

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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6625	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1779
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.2

Adjusted Free-Flow Speed (FFSadj), mi/h65.0Copyright © 2020 University of Florida. All Rights Reserved.

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Total Ramp Density Adjustment

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Level of Service (LOS)

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Project Information			
Analyst	ML	Date	8/20/2020
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7123	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1913
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.4
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.6		
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APPENDIX F-II

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

		report	
Project Information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8139	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2186
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

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Project information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6717	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1804
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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Project Information

Project information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8025	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1724
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.5
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2020 University of Florida. All Rights	63.8 Reserved. HCSTM Free	ways Version 7.8	Generated: 08/21/2020 11:07:08

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Project Information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity	•		
Demand Volume veh/h	6558	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1761
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.7
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadi), mi/h	65.5		

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Project Information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	5913	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1588
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		
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Project Information

Project information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6073	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1631
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.5
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2020 University of Florida. All Rights R	64.6 eserved. HCS T Freew	rays Version 7.8	Generated: 08/21/2020 09:48:2!

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		report		
Project Information				
Analyst	ML	Date	8/21/2020	
Agency	LLG Engineers	Analysis Year	Existing + P	
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	PM Peak Hour	
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary	
Geometric Data			-	
Number of Lanes, In	4	Terrain Type	Level	
Segment Length (L), ft	-	Percent Grade, %	-	
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-	
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00	
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2	
Right-Side Lateral Clearance, ft	10			
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000	
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000	
Demand and Capacity				
Demand Volume veh/h	6674	Heavy Vehicle Adjustment Factor (fHV)	0.980	
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1792	
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342	
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342	
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77	
Passenger Car Equivalent (ET)	2.000			
Speed and Density				
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.3	
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.8	
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D	
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2			

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Project Information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	5254	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	1411
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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## Project Information

Project information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6999	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	1504
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.6
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2020 University of Florida. All Rights	63.8 Reserved. HCS TW Free	ways Version 7.8	Generated: 08/21/2020 11:07:55

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Project Information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8382	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2251
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.96
Passenger Car Equivalent (ET)	2.000		
Speed and Density	-	• •	
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	40.9
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadi), mi/h	65.5		

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Project information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7563	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2031
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.86
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	34.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2020 University of Florida. All Rights F	65.0 Reserved. HCSTM Freew	ays Version 7.8	Generated: 08/21/2020 09:56:34
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### Project Information

Project mormation			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7891	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2119
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	36.9
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.6		
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Project Information				
Analyst	ML	Date	8/21/2020	
Agency	LLG Engineers	Analysis Year	Existing + P	
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	Saturday MD Peak Hour	
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary	
Geometric Data				
Number of Lanes, In	4	Terrain Type	Level	
Segment Length (L), ft	-	Percent Grade, %	-	
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-	
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00	
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2	
Right-Side Lateral Clearance, ft	10			
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000	
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000	
Demand and Capacity				
Demand Volume veh/h	7384	Heavy Vehicle Adjustment Factor (fHV)	0.980	
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1983	
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342	
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342	
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85	
Passenger Car Equivalent (ET)	2.000			
Speed and Density				
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.7	
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.2	
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D	
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2			

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Project Information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6265	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1682
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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## Project Information

Project mormation			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8956	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _P ), pc/h/ln	1924
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.9
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	63.8		
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F-36
Project Information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data	-	• •	
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7448	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2000
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.5		

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Project Information			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6681	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1794
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.8

Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		
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### Project Information

Project mormation			
Analyst	ML	Date	8/21/2020
Agency	LLG Engineers	Analysis Year	Existing + P
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7162	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1923
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.6
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.6		
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APPENDIX F-III

YEAR 2045 BUILDOUT TRAFFIC CONDITIONS

Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8639	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	2320
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.99
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	44.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

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Project information
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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6916	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1857
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2021 University of Florida. All Rights F	64.2 Reserved. HCSTM Freew	vays Version 7.8	Generated: 04/22/2021 08:51:12

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### Project Information

Project mormation				
Analyst	ML	Date	4/22/2021	
Agency	LLG Engineers	Analysis Year	Year 2045	
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	AM Peak Hour	
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary	
Geometric Data				
Number of Lanes, In	5	Terrain Type	Level	
Segment Length (L), ft	-	Percent Grade, %	-	
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-	
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20	
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8	
Right-Side Lateral Clearance, ft	10			
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000	
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000	
Demand and Capacity				
Demand Volume veh/h	8173	Heavy Vehicle Adjustment Factor (fHV)	0.980	
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1756	
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338	
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338	
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75	
Passenger Car Equivalent (ET)	2.000			
Speed and Density				
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.4	
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.1	
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D	
Adjusted Free-Flow Speed (FFSadj), mi/h	63.8			
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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors	-		
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity	-		
Demand Volume veh/h	7192	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1931
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.5
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadi), mi/h	65.5		

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Project	Information

Project information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6496	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _P ), pc/h/ln	1744
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		
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### Project Information

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Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6553	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _P ), pc/h/ln	1760
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.0
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2021 University of Florida. All Rights R	64.6 eserved. HCSTM Freew	rays Version 7.8	Generated: 04/22/2021 08:54:09

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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7427	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	1994
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	5820	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1563
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7638	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _P ), pc/h/ln	1641
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.0
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2021 University of Florida. All Rights	63.8 Reserved. HCSTM Freev	vays Version 7.8	Generated: 04/22/2021 08:55:55

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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	9349	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2510
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FESadi) mi/h	65.5		

Adjusted Free-Flow Speed (FFSadj), mi/h65.5Copyright © 2021 University of Florida. All Rights Reserved.

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Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8190	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2199
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.94
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		
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### Project Information

Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8143	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	2187
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.1
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2021 University of Florida. All Rights	64.6 Reserved. HCSTM Freev	vays Version 7.8	Generated: 04/22/2021 08:57:47

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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8294	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2227
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.95
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	40.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6940	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1864
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.5
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Lane Whath / Kajastmente (IEW)	0.0		01.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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### Project Information

Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	9575	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2057
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.88
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.3
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	63.8		
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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data	-		
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8429	Heavy Vehicle Adjustment Factor (fHv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2264
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.96
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	41.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.5		

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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7323	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1966
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		
Speed and Density			

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

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### Project Information

Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7469	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2006
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.7
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.6		
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APPENDIX F-IV

YEAR 2045 BUILDOUT PLUS PROJECT TRAFFIC CONDITIONS

Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8686	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2332
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.00
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	52.3
	-	-	

	Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/n	52.3
	Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	44.6
	Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
	Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6916	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1857
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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### Project Information

Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8207	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1763
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.3
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	63.8		
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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7247	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1946
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.5		

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Project	Information

Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6528	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1753
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		
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### Project Information

Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	AM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6555	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	1760
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.0
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2021 University of Florida. All Rights	64.6 Reserved. HCS TW Free	ways Version 7.8	Generated: 04/22/2021 09:10:3:

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ML	Date	4/22/2021
LLG Engineers	Analysis Year	Year 2045 + P
I-5 NB, north of Stonehill Dr	Time Period Analyzed	PM Peak Hour
4244 Doheny Village Zoning District Overlay	Unit	United States Customary
4	Terrain Type	Level
-	Percent Grade, %	-
Base	Grade Length, mi	-
70.0	Total Ramp Density (TRD), ramps/mi	2.00
12	Free-Flow Speed (FFS), mi/h	64.2
10		
All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
No Incident	Demand Adjustment Factor (DAF)	1.000
7524	Heavy Vehicle Adjustment Factor (fHV)	0.980
0.95	Flow Rate (V _p ), pc/h/ln	2020
2.00	Capacity (c), pc/h/ln	2342
-	Adjusted Capacity (cadj), pc/h/ln	2342
-	Volume-to-Capacity Ratio (v/c)	0.86
2.000		
0.0	Average Speed (S), mi/h	59.1
	ML   LLG Engineers   I-5 NB, north of Stonehill Dr   4244 Doheny Village Zoning District Overlay   Base   70.0   12   10   XII Familiar   Non-Severe Weather   No Incident   7524   0.95   2.000   -   2.000	ML Date   LLG Engineers Analysis Year   I-5 NB, north of Stonehill Dr Time Period Analyzed   4244 Doheny Village Zoning District Overlay Unit   4 Terrain Type   - Percent Grade, %   Base Grade Length, mi   70.0 Total Ramp Density (TRD), ramps/mi   12 Free-Flow Speed (FFS), mi/h   10    All Familiar Final Speed Adjustment Factor (SAF)   Non-Severe Weather Final Capacity Adjustment Factor (CAF)   No Incident Demand Adjustment Factor (DAF)   7524 Heavy Vehicle Adjustment Factor (fHv)   0.95 Flow Rate (Vp), pc/h/ln   2.00 Capacity (c.), pc/h/ln   - Adjusted Capacity (cadj), pc/h/ln   - Volume-to-Capacity Ratio (v/c)   2.000 Unit

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	34.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

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<b>Project</b> I	nformation
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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	5820	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1563
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7664	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	1646
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.0
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	С
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2021 University of Florida. All Rights	63.8 Reserved. HCSTM Freev	vays Version 7.8	Generated: 04/22/2021 09:12:42

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Project Information				
Analyst	ML	Date	4/22/2021	
Agency	LLG Engineers	Analysis Year	Year 2045 + P	
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	PM Peak Hour	
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary	
Geometric Data				
Number of Lanes, In	4	Terrain Type	Level	
Segment Length (L), ft	-	Percent Grade, %	-	
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-	
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50	
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5	
Right-Side Lateral Clearance, ft	10			
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000	
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000	
Demand and Capacity				
Demand Volume veh/h	9427	Heavy Vehicle Adjustment Factor (fHV)	0.980	
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	2532	
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355	
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355	
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07	
Passenger Car Equivalent (ET)	2.000			
Speed and Density				
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-	
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-	
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	F	

Adjusted Free-Flow Speed (FFSadj), mi/h65.5Copyright © 2021 University of Florida. All Rights Reserved.

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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8231	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	2210
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.94
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		
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### Project Information

Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	PM Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8193	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _P ), pc/h/ln	2200
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.94
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.5
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.6		
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Project Information				
Analyst	ML	Date	4/22/2021	
Agency	LLG Engineers	Analysis Year	Year 2045 + P	
Jurisdiction	I-5 NB, north of Stonehill Dr	Time Period Analyzed	Saturday MD Peak Hour	
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary	
Geometric Data				
Number of Lanes, In	4	Terrain Type	Level	
Segment Length (L), ft	-	Percent Grade, %	-	
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-	
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00	
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2	
Right-Side Lateral Clearance, ft	10			
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000	
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000	
Demand and Capacity				
Demand Volume veh/h	8390	Heavy Vehicle Adjustment Factor (fHV)	0.980	
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	2253	
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342	
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342	
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.96	
Passenger Car Equivalent (ET)	2.000			
Speed and Density				
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.3	
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	41.5	
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E	
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2			

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Project Information	
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Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 NB, between Stonehill Dr and PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	6940	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1864
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		
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#### Project Information

Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 NB south of PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	63.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	9602	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _P ), pc/h/ln	2063
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2338
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2338
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.88
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.5
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	63.8		
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Project Information			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 SB north of Camino Capistrano	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	8518	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2287
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2355
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2355
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.97
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	42.3
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.5		

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Project Information
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Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 SB, between Camino Capistrano and PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7372	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1980
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0 Reserved. HCSTM Freew	avs Version 7.8	Generated: 04/22/2021 09:18:37
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#### Project Information

Project mormation			
Analyst	ML	Date	4/22/2021
Agency	LLG Engineers	Analysis Year	Year 2045 + P
Jurisdiction	I-5 SB, south of PCH	Time Period Analyzed	Saturday MD Peak Hour
Project Description	4244 Doheny Village Zoning District Overlay	Unit	United States Customary
Geometric Data			
Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.7
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	7504	Heavy Vehicle Adjustment Factor (fHV)	0.980
Peak Hour Factor	0.95	Flow Rate (V _p ), pc/h/ln	2015
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2346
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2346
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.86
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.9
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h Copyright © 2021 University of Florida. All Rights	64.6 Reserved. HCS TTM Free	ways Version 7.8	Generated: 04/22/2021 09:19:1:

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