APPENDIX G

FREEWAY RAMP MERGE/DIVERGE ANALYSIS WORKSHEETS

APPENDIX G-I

**EXISTING TRAFFIC CONDITIONS** 

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 NB On- Dr	-Ramp from Stonehill	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe	eny Village Zoning Distri	ct Overlay			
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	1375		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6717	1362		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (1	fhv)		0.980	0.980		
Flow Rate (vi),pc/h			7215	1463		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.90	0.73		
Speed and Density						
Upstream Equilibrium Distance (LE	Q), ft	-	Density in Ramp Influence Area (D	R), pc/mi/ln	30.2	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (M)		0.527	
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln		2165	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influenece Area Speed (	SR), mi/h	55.2	
Prop. Freeway Vehicles in Lane 1 a	nd 2 (PM)	0.035	Outer Lanes Freeway Speed (SO), r	ni/h	64.0	
Flow in Lanes 1 and 2 (v12), pc/h		2886	Ramp Junction Speed (S), mi/h		59.3	
Flow Entering Ramp-Infl. Area (vR1	2), pc/h	4349	Average Density (D), pc/mi/ln		36.6	
Level of Service (LOS)		D				

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 NB On-	Ramp from PCH	Time Period Analyzed	AM Peak H	our	
Project Description	4244 Dohe	ny Village Zoning Distri	ct Overlay			
Geometric Data			-	-		
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration I	_ength (LA),	ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	-)		1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5927	790		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6366	849		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.75	0.42		
Speed and Density						
Upstream Equilibrium Distance (LEC	)), ft	-	Density in Ramp Influence Area (D	R), pc/mi/ln	28.4	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (M)		0.401	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln		1910	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influenece Area Speed (	SR), mi/h	58.8	
Prop. Freeway Vehicles in Lane 1 an	d 2 (Рм)	0.112	Outer Lanes Freeway Speed (SO), r	ni/h	64.9	
Flow in Lanes 1 and 2 (v12), pc/h		2546	Ramp Junction Speed (S), mi/h		61.9	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	3395	Average Density (D), pc/mi/ln		29.1	
Level of Service (LOS)		D				

Project Information							
Analyst	ML		Date	8/21/2020			
Agency	LLG Engine	eers	Analysis Year	Existing			
Jurisdiction	I-5 NB Off	Ramp to PCH	Time Period Analyzed	AM Peak H	lour		
Project Description	4244 Dohe	eny Village Zoning Distrie	ct Overlay				
Geometric Data							
			Freeway	Ramp			
Number of Lanes (N), In			5	2			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (CAF)			1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			7991	2064			
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00	2.00		
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980			
Flow Rate (vi),pc/h			8583	2217			
Capacity (c), pc/h			12000	4000			
Volume-to-Capacity Ratio (v/c)			0.72	0.55			
Speed and Density							
Upstream Equilibrium Distance (LEC	2), ft	-	Density in Ramp Influence Area (D	R), pc/mi/ln	20.2		
Distance to Upstream Ramp (LUP), f	<sup>î</sup> t	-	Speed Index (D)		0.628		
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln		1720		
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influenece Area Speed (	SR), mi/h	52.4		
Prop. Freeway Vehicles in Lane 1 an	id 2 (PD)	0.260	Outer Lanes Freeway Speed (So), r	ni/h	74.0		
Flow in Lanes 1 and 2 (v12), pc/h		3426	Ramp Junction Speed (S), mi/h		61.4		
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		28.0		
Level of Service (LOS) C		С					

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB Off- Capistranc	Ramp to Camino	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe	eny Village Zoning Dist	rict Overlay			
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SA	F)		1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6261	768		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6725	825		
Capacity (c), pc/h			9600	4000		
Volume-to-Capacity Ratio (v/c)			0.70	0.21		
Speed and Density						
Upstream Equilibrium Distance (Leo	ຊ), ft	-	Density in Ramp Influence Area	(DR), pc/mi/ln	13.9	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (D)		0.502	
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/l	n	2018	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influenece Area Spee	ed (SR), mi/h	55.9	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PD)	0.260	Outer Lanes Freeway Speed (Sc	)), mi/h	72.8	
Flow in Lanes 1 and 2 (v12), pc/h		2690	Ramp Junction Speed (S), mi/h		64.9	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		25.9	
Level of Service (LOS)		В				

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB On- Capistranc	Ramp from Camino	Time Period Analyzed	AM Peak H	our	
Project Description	4244 Dohe	eny Village Zoning Distr	ict Overlay			
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	750		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5493	387		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			5900	416		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.66	0.21		
Speed and Density		•				
Upstream Equilibrium Distance (LEG	ຊ), ft	-	Density in Ramp Influence Area (D	R), pc/mi/ln	22.3	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (M)		0.331	
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln		1770	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influenece Area Speed (	SR), mi/h	60.7	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (Рм)	0.166	Outer Lanes Freeway Speed (SO), r	ni/h	65.4	
Flow in Lanes 1 and 2 (v12), pc/h		2360	Ramp Junction Speed (S), mi/h		63.2	
Flow Entering Ramp-Infl. Area (vR1	2), pc/h	2776	Average Density (D), pc/mi/ln		25.0	
Level of Service (LOS)		С				

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe	eny Village Zoning Distri	ct Overlay			
Geometric Data			-	-		
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA),	ft	1500	105		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5880	981		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6316	1054		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.66	0.53		
Speed and Density						
Upstream Equilibrium Distance (Leo	ב), ft	-	Density in Ramp Influence Area (D	R), pc/mi/ln	32.1	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (D)		0.523	
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln		1484	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influenece Area Speed (	SR), mi/h	55.4	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PD)	0.436	Outer Lanes Freeway Speed (SO), r	mi/h	74.9	
Flow in Lanes 1 and 2 (v12), pc/h		3348	Ramp Junction Speed (S), mi/h		63.1	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		25.0	
Level of Service (LOS)		D				

			<b>3</b> 1			
Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	AM Peak H	our	
Project Description	4244 Dohe	eny Village Zoning Distrie	ct Overlay			
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAI	F)		1.000	1.000		
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			4899	134		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			5262	144		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.56	0.07		
Speed and Density						
Upstream Equilibrium Distance (LEC	ຊ), ft	-	Density in Ramp Influence Area (D	R), pc/mi/ln	17.8	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (M)		0.299	
Downstream Equilibrium Distance (	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln		1579	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influenece Area Speed (	SR), mi/h	61.6	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (Рм)	0.200	Outer Lanes Freeway Speed (SO), r	ni/h	66.1	
Flow in Lanes 1 and 2 (v12), pc/h		2105	Ramp Junction Speed (S), mi/h		64.2	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	2249	Average Density (D), pc/mi/ln		21.1	
Level of Service (LOS)		В				

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe	eny Village Zoning Distri	ct Overlay			
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SA	F)		1.000	1.000		
Final Capacity Adjustment Factor (	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5033	1034		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			5406	1111		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.68	0.56		
Speed and Density						
Upstream Equilibrium Distance (LEC	ຊ), ft	-	Density in Ramp Influence Area (D	R), pc/mi/ln	26.2	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (M)		0.376	
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln		1622	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influenece Area Speed (	SR), mi/h	59.5	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (Рм)	0.079	Outer Lanes Freeway Speed (SO), r	mi/h	66.0	
Flow in Lanes 1 and 2 (v12), pc/h		2162	Ramp Junction Speed (S), mi/h		62.6	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	3273	Average Density (D), pc/mi/ln		26.0	
Level of Service (LOS)	rel of Service (LOS) C					

Project Information	Project Information						
Analyst ML		Date	8/21/2020				
Agency LLG E	gineers	Analysis Year	Existing				
Jurisdiction I-5 NI Dr	On-Ramp from Stonehill	Time Period Analyzed	PM Peak H	our			
Project Description 4244 District	oheny Village Zoning t Overlay	Unit	United Sta	tes Customary			
Geometric Data			•				
		Freeway	Ramp				
Number of Lanes (N), In		4	1				
Free-Flow Speed (FFS), mi/h		70.0	35.0				
Segment Length (L) / Acceleration Length	(LA),ft	1500	1375				
Terrain Type		Level	Level				
Percent Grade, %		-	-				
Segment Type / Ramp Side		Freeway	Right				
Adjustment Factors							
Driver Population		All Familiar	All Familiar				
Weather Type		Non-Severe Weather	Non-Sever	e Weather			
Incident Type	No Incident	-					
Final Speed Adjustment Factor (SAF)	1.000	1.000					
Final Capacity Adjustment Factor (CAF)	1.000	1.000					
Demand Adjustment Factor (DAF)	1.000	1.000					
Demand and Capacity							
Demand Volume (Vi)		5254	1315				
Peak Hour Factor (PHF)		0.95	0.95				
Total Trucks, %		2.00	2.00				
Single-Unit Trucks (SUT), %		-	-				
Tractor-Trailers (TT), %		-	-				
Heavy Vehicle Adjustment Factor (fHV)		0.980	0.980				
Flow Rate (vi),pc/h		5643	1412				
Capacity (c), pc/h		9600	2000				
Volume-to-Capacity Ratio (v/c)		0.73	0.71				
Speed and Density							
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freewa	iy (No)	2			
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)		0.378			
Downstream Equilibrium Distance (LEQ), f	-	Flow Outer Lanes (vOA), pc/h/ln		1693			
Distance to Downstream Ramp (LDOWN),	-	On-Ramp Influence Area Speed (S	R), mi/h	59.4			
Prop. Freeway Vehicles in Lane 1 and 2 (P	M) 0.041	Outer Lanes Freeway Speed (SO), r	ni/h	65.7			
Flow in Lanes 1 and 2 (v12), pc/h	2257	Ramp Junction Speed (S), mi/h		62.3			
Flow Entering Ramp-Infl. Area (vR12), pc/h	3669	Average Density (D), pc/mi/ln		28.3			
Level of Service (LOS)	C	Density in Ramp Influence Area (D	R), pc/mi/ln	24.9			

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	PM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	.ength (LA),	ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			4676	578		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			5023	621		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.59	0.31		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	Freeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.339	
Downstream Equilibrium Distance (I	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	n/ln	1507	
Distance to Downstream Ramp (LDC	DWN), ft	-	On-Ramp Influence Area Sp	eed (SR), mi/h	60.5	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.140	Outer Lanes Freeway Speed	(SO), mi/h	66.4	
Flow in Lanes 1 and 2 (v12), pc/h		2009	Ramp Junction Speed (S), m	i/h	63.5	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	2630	Average Density (D), pc/mi/	In	22.2	
Level of Service (LOS)		С	Density in Ramp Influence A	vrea (DR), pc/mi/ln	22.5	

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	PM Peak H	our	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6969	2293		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fl	HV)		0.980	0.980		
Flow Rate (vi),pc/h			7485	2463		
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.62	0.62		
Speed and Density		_				
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on F	reeway (No)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (DS)		0.650	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h,	/ln	1304	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	51.8	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (	(SO), mi/h	75.6	
Flow in Lanes 1 and 2 (v12), pc/h		3380	Ramp Junction Speed (S), mi,	/h	60.0	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/lr	1	25.0	
Level of Service (LOS)		В	Density in Ramp Influence Ar	rea (DR), pc/mi/ln	19.8	

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Project Information	Project Information						
Analyst	ML		Date	8/21/2020			
Agency	LLG Engine	ers	Analysis Year	Existing			
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	PM Peak H	our		
Project Description	4244 Dohe District Ov	ny Village Zoning erlay	Unit	United Stat	tes Customary		
Geometric Data			<u>.</u>				
			Freeway	Ramp			
Number of Lanes (N), In			4	2			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (CAF)		1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			8290	1300			
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00			
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			8904	1396			
Capacity (c), pc/h			9600	4000			
Volume-to-Capacity Ratio (v/c)			0.93	0.35			
Speed and Density							
Upstream Equilibrium Distance (Leo	ב), ft	-	Number of Outer Lanes on Freewa	y (No)	2		
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (DS)		0.554		
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2671		
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (S	R), mi/h	54.5		
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	0.260	Outer Lanes Freeway Speed (So), r	ni/h	70.3		
Flow in Lanes 1 and 2 (v12), pc/h		3562	Ramp Junction Speed (S), mi/h		63.0		
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		35.3		
Level of Service (LOS)		С	Density in Ramp Influence Area (D	R), pc/mi/ln	21.4		

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Project Information						
Analyst ML		Date	8/21/2020			
Agency LLG E	gineers	Analysis Year	Existing			
Jurisdiction I-5 SB Capist	On-Ramp from Camino rano	Time Period Analyzed	PM Peak H	lour		
Project Description 4244 District	oheny Village Zoning t Overlay	Unit	United Sta	tes Customary		
Geometric Data			•			
		Freeway	Ramp			
Number of Lanes (N), In		4	1			
Free-Flow Speed (FFS), mi/h		70.0	35.0			
Segment Length (L) / Acceleration Length	(LA),ft	1500	750			
Terrain Type		Level	Level			
Percent Grade, %		-	-			
Segment Type / Ramp Side		Freeway	Right			
Adjustment Factors						
Driver Population		All Familiar	All Familia			
Weather Type		Non-Severe Weather	Non-Sever	e Weather		
Incident Type		No Incident	-			
Final Speed Adjustment Factor (SAF)		1.000	1.000			
Final Capacity Adjustment Factor (CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)		1.000	1.000			
Demand and Capacity						
Demand Volume (Vi)		6990	525			
Peak Hour Factor (PHF)		0.95	0.95			
Total Trucks, %		2.00	2.00			
Single-Unit Trucks (SUT), %		-	-			
Tractor-Trailers (TT), %		-	-			
Heavy Vehicle Adjustment Factor (fHV)		0.980	0.980			
Flow Rate (vi),pc/h		7508	564			
Capacity (c), pc/h		9600	2000			
Volume-to-Capacity Ratio (v/c)		0.84	0.28			
Speed and Density						
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freewa	ay (No)	2		
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)		0.407		
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2253		
Distance to Downstream Ramp (LDOWN), f	-	On-Ramp Influence Area Speed (S	R), mi/h	58.6		
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.147		Outer Lanes Freeway Speed (SO), mi/h		63.7		
Flow in Lanes 1 and 2 (v12), pc/h	3003	Ramp Junction Speed (S), mi/h		61.3		
Flow Entering Ramp-Infl. Area (vR12), pc/h	3567	Average Density (D), pc/mi/ln		32.9		
Level of Service (LOS)	D	Density in Ramp Influence Area (D	R), pc/mi/ln	28.4		

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	PM Peak H	our	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration L	ength (LA).	,ft	1500	105		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			7515	1119		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	IV)		0.980	0.980		
Flow Rate (vi),pc/h			8072	1202		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.84	0.60		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.536	
Downstream Equilibrium Distance (L	EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1938	
Distance to Downstream Ramp (LDC	WN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	55.0	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFD)	0.436	Outer Lanes Freeway Speed	(SO), mi/h	73.1	
Flow in Lanes 1 and 2 (v12), pc/h		4197	Ramp Junction Speed (S), mi	i/h	62.4	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	-	Average Density (D), pc/mi/l	n	32.3	
Level of Service (LOS)		E	Density in Ramp Influence Area (DR), pc/mi/ln		39.4	

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	PM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	re Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	)		1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6396	88		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	ł∨)		0.980	0.980		
Flow Rate (vi),pc/h			6870	95		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.73	0.05		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.329	
Downstream Equilibrium Distance (L	_EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	2061	
Distance to Downstream Ramp (LDC	WN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	60.8	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.206	Outer Lanes Freeway Speed	(SO), mi/h	64.4	
Flow in Lanes 1 and 2 (v12), pc/h		2748	Ramp Junction Speed (S), mi	i/h	62.9	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	2843	Average Density (D), pc/mi/l	n	27.7	
Level of Service (LOS)		С	Density in Ramp Influence A	rea (DR), pc/mi/ln	22.4	

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	PM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6484	1355		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fH	IV)		0.980	0.980	0.980	
Flow Rate (vi),pc/h			6965	1455		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.88	0.73		
Speed and Density						
Upstream Equilibrium Distance (LEQ)	), ft	-	Number of Outer Lanes on F	-reeway (NO)	2	
Distance to Upstream Ramp (LUP), ft	t	-	Speed Index (MS)		0.544	
Downstream Equilibrium Distance (L	.EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ו/ln	2090	
Distance to Downstream Ramp (LDC	WN), ft	-	On-Ramp Influence Area Sp	eed (SR), mi/h	54.8	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.036	Outer Lanes Freeway Speed	(SO), mi/h	64.3	
Flow in Lanes 1 and 2 (v12), pc/h		2786	Ramp Junction Speed (S), m	i/h	59.1	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	4241	Average Density (D), pc/mi/l	n	35.6	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/ln		33.6	

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Project Information						
Analyst ML		Date	8/21/2020			
Agency LLG Engin	ieers	Analysis Year	Existing			
Jurisdiction I-5 NB O Dr	n-Ramp from Stonehill	Time Period Analyzed	Saturday N	1D Peak Hour		
Project Description 4244 Dol District C	eny Village Zoning verlay	Unit	United Stat	tes Customary		
Geometric Data		·				
		Freeway	Ramp			
Number of Lanes (N), In		4	1			
Free-Flow Speed (FFS), mi/h		70.0	35.0			
Segment Length (L) / Acceleration Length (LA	),ft	1500	1375			
Terrain Type		Level	Level			
Percent Grade, %		-	-			
Segment Type / Ramp Side		Freeway	Right			
Adjustment Factors		• •	-			
Driver Population		All Familiar	All Familiar			
Weather Type		Non-Severe Weather	Non-Sever	e Weather		
Incident Type		No Incident	-			
Final Speed Adjustment Factor (SAF)		1.000	1.000			
Final Capacity Adjustment Factor (CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)		1.000	1.000			
Demand and Capacity						
Demand Volume (Vi)		6265	1009			
Peak Hour Factor (PHF)		0.95	0.95			
Total Trucks, %		2.00	2.00			
Single-Unit Trucks (SUT), %		-	-			
Tractor-Trailers (TT), %		-	-			
Heavy Vehicle Adjustment Factor (fHV)		0.980	0.980			
Flow Rate (vi),pc/h		6729	1084			
Capacity (c), pc/h		9600	2000			
Volume-to-Capacity Ratio (v/c)		0.81	0.54			
Speed and Density						
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freewa	y (No)	2		
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)		0.395		
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2019		
Distance to Downstream Ramp (LDOWN), ft -		On-Ramp Influence Area Speed (Si	R), mi/h	58.9		
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.082		Outer Lanes Freeway Speed (SO), mi/h		64.5		
Flow in Lanes 1 and 2 (v12), pc/h	2692	Ramp Junction Speed (S), mi/h		61.7		
Flow Entering Ramp-Infl. Area (vR12), pc/h	3776	Average Density (D), pc/mi/ln		31.7		
Level of Service (LOS)	C	Density in Ramp Influence Area (D	R), pc/mi/ln	25.9		

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	Saturday N	ID Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5613	652		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	IV)		0.980	0.980		
Flow Rate (vi),pc/h			6029	700		
Capacity (c), pc/h			9600	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.70	0.35		
Speed and Density					1	
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (No)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.372	
Downstream Equilibrium Distance (l	_EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1809	
Distance to Downstream Ramp (LDC	WN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	59.6	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.130	Outer Lanes Freeway Speed	(SO), mi/h	65.3	
Flow in Lanes 1 and 2 (v12), pc/h		2412	Ramp Junction Speed (S), mi	i/h	62.5	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	3112	Average Density (D), pc/mi/l	n	26.9	
Level of Service (LOS)	rvice (LOS) C Density in Ramp Influence Area (DR), pc/mi/ln 26.2		26.2			

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration L	Length (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	)		1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			8746	3133		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			9394	3365		
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.78	0.84		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (Ds)		0.731	
Downstream Equilibrium Distance (I	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h,	/ln	1536	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	49.5	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (	(SO), mi/h	74.7	
Flow in Lanes 1 and 2 (v12), pc/h		4444	Ramp Junction Speed (S), mi,	/h	57.4	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/lr	n	32.7	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/ln		29.0	

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data			• •			
			Freeway	Ramp		
Number of Lanes (N), In			4	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAI	-)		1.000	1.000		
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			7345	1209		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			7889	1299		
Capacity (c), pc/h			9600	4000		
Volume-to-Capacity Ratio (v/c)			0.82	0.32		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Freewa	iy (No)	2	
Distance to Upstream Ramp (LUP), t	τ .	-	Speed Index (DS)		0.545	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2367	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (S	R), mi/h	54.7	
Prop. Freeway Vehicles in Lane 1 ar	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h		71.5	
Flow in Lanes 1 and 2 (v12), pc/h		3156	Ramp Junction Speed (S), mi/h		63.7	
Flow Entering Ramp-Infl. Area (vR12	?), pc/h	-	Average Density (D), pc/mi/ln		31.0	
Level of Service (LOS)		B	Density in Ramp Influence Area (D	R), pc/mi/ln	17.9	

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB On-l Capistrano	Ramp from Camino	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	ny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data	- -					
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	750		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SA	F)		1.000	1.000		
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity				_		
Demand Volume (Vi)			6136	489		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6591	525		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.74	0.26		
Speed and Density						
Upstream Equilibrium Distance (Leo	ב), ft	-	Number of Outer Lanes on Freewa	y (NO)	2	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (MS)		0.361	
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1978	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area Speed (Si	R), mi/h	59.9	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFM)	0.152	Outer Lanes Freeway Speed (SO), n	ni/h	64.7	
Flow in Lanes 1 and 2 (v12), pc/h		2636	Ramp Junction Speed (S), mi/h		62.5	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	3161	Average Density (D), pc/mi/ln		28.5	
Level of Service (LOS)		C G	Density in Ramp Influence Area (D	R), pc/mi/ln	25.3	

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	Saturday N	ID Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration L	ength (LA).	,ft	1500	105		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)	)		1.000	1.000		
Final Capacity Adjustment Factor (C/	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6625	755		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (fH	IV)		0.980	0.980		
Flow Rate (vi),pc/h			7116	811		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.74	0.41		
Speed and Density						
Upstream Equilibrium Distance (LEQ)	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), ft		-	Speed Index (DS)		0.501	
Downstream Equilibrium Distance (L	.EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1778	
Distance to Downstream Ramp (LDC	WN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	56.0	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFD)	0.436	Outer Lanes Freeway Speed	(SO), mi/h	73.8	
Flow in Lanes 1 and 2 (v12), pc/h		3560	Ramp Junction Speed (S), mi	i/h	63.7	
Flow Entering Ramp-Infl. Area (vR12)	, pc/h	-	Average Density (D), pc/mi/l	n	27.9	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/ln		33.9	

Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	Saturday N	ID Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)	)		1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5870	108		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	ł∨)		0.980	0.980		
Flow Rate (vi),pc/h			6305	116		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.67	0.06		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	Freeway (NO)	2	
Distance to Upstream Ramp (LUP), ft	t	-	Speed Index (MS)		0.317	
Downstream Equilibrium Distance (L	_EQ), ft	-	Flow Outer Lanes (vOA), pc/h	n/In	1892	
Distance to Downstream Ramp (LDC	WN), ft	-	On-Ramp Influence Area Sp	eed (SR), mi/h	61.1	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.203	Outer Lanes Freeway Speed	(SO), mi/h	65.0	
Flow in Lanes 1 and 2 (v12), pc/h		2522	Ramp Junction Speed (S), m	i/h	63.3	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	2638	Average Density (D), pc/mi/l	In	25.4	
Level of Service (LOS)		С	Density in Ramp Influence A	rea (DR), pc/mi/ln	20.8	

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Project Information						
Analyst	ML		Date	8/21/2020		
Agency	LLG Engine	eers	Analysis Year	Existing		
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5978	1145		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (fH	i∨)		0.980	0.980		
Flow Rate (vi),pc/h			6421	1230		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.80	0.62		
Speed and Density		_				
Upstream Equilibrium Distance (LEQ)	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), ft	t	-	Speed Index (MS)		0.447	
Downstream Equilibrium Distance (L	.EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1927	
Distance to Downstream Ramp (LDC	WN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	57.5	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.064	Outer Lanes Freeway Speed	(SO), mi/h	64.9	
Flow in Lanes 1 and 2 (v12), pc/h		2568	Ramp Junction Speed (S), mi	i/h	61.0	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	3798	Average Density (D), pc/mi/l	n	31.4	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/ln		30.3	

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APPENDIX G-II

#### **EXISTING PLUS PROJECT TRAFFIC CONDITIONS**

Project Information								
Analyst ML		Date	8/24/2020					
Agency LLG E	ngineers	Analysis Year	Existing +	Р				
Jurisdiction I-5 N Dr	3 On-Ramp from Stonehill	Time Period Analyzed	AM Peak H	lour				
Project Description 4244 Distr	Doheny Village Zoning ct Overlay	Unit	United Sta	tes Customary				
Geometric Data								
		Freeway	Ramp					
Number of Lanes (N), In		4	1					
Free-Flow Speed (FFS), mi/h		70.0	35.0					
Segment Length (L) / Acceleration Length	(LA),ft	1500	1375					
Terrain Type		Level	Level					
Percent Grade, %		-	-					
Segment Type / Ramp Side		Freeway	Right					
Adjustment Factors								
Driver Population		All Familiar	All Familiar					
Weather Type		Non-Severe Weather	Non-Sever	Non-Severe Weather				
Incident Type		No Incident	-					
Final Speed Adjustment Factor (SAF)	1.000	1.000						
Final Capacity Adjustment Factor (CAF)	1.000	1.000						
Demand Adjustment Factor (DAF)	1.000	1.000						
Demand and Capacity								
Demand Volume (Vi)	6717	1422						
Peak Hour Factor (PHF)		0.95	0.95					
Total Trucks, %		2.00	2.00					
Single-Unit Trucks (SUT), %		-	-					
Tractor-Trailers (TT), %		-	-					
Heavy Vehicle Adjustment Factor (fHV)		0.980	0.980					
Flow Rate (vi),pc/h		7215	1527					
Capacity (c), pc/h		9600	2000					
Volume-to-Capacity Ratio (v/c)		0.91	0.76					
Speed and Density								
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freewa	ay (No)	2				
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)		0.547				
Downstream Equilibrium Distance (LEQ),	t -	Flow Outer Lanes (vOA), pc/h/ln		2165				
Distance to Downstream Ramp (LDOWN),	ft -	On-Ramp Influence Area Speed (SR), mi/h 54.7		54.7				
Prop. Freeway Vehicles in Lane 1 and 2 (F	FM) 0.027	Outer Lanes Freeway Speed (SO), mi/h		64.0				
Flow in Lanes 1 and 2 (v12), pc/h	2886	Ramp Junction Speed (S), mi/h		58.9				
Flow Entering Ramp-Infl. Area (vR12), pc/	4413	Average Density (D), pc/mi/ln		37.1				
Level of Service (LOS)	D	Density in Ramp Influence Area (D	R), pc/mi/ln	30.6				

Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	_ength (LA),	ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5927	790		
Peak Hour Factor (PHF)		0.95	0.95			
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980	0.980	
Flow Rate (vi),pc/h			6366	849	849	
Capacity (c), pc/h			9600	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.75	0.42		
Speed and Density					1	
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	reeway (No)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.401	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1910	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spo	eed (SR), mi/h	58.8	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.112	Outer Lanes Freeway Speed	(SO), mi/h	64.9	
Flow in Lanes 1 and 2 (v12), pc/h		2546	Ramp Junction Speed (S), m	i/h	61.9	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	3395	Average Density (D), pc/mi/l	n	29.1	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/ln 28.4		28.4	

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Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration I	_ength (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			8025	2098		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980	0.980	
Flow Rate (vi),pc/h			8620	2253	2253	
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.72	0.56		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on Fi	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (Ds)		0.631	
Downstream Equilibrium Distance (I	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h,	/ln	1718	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Spe	ed (SR), mi/h	52.3	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (	Outer Lanes Freeway Speed (SO), mi/h		
Flow in Lanes 1 and 2 (v12), pc/h		3460	Ramp Junction Speed (S), mi,	/h	61.2	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	-	Average Density (D), pc/mi/lr	1	28.2	
Level of Service (LOS)		С	Density in Ramp Influence Area (DR), pc/mi/ln 20.5		20.5	

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Project Information								
Analyst	ML		Date	8/24/2020				
Agency	LLG Engine	ers	Analysis Year	Existing +	Р			
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	AM Peak H	our			
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United Stat	tes Customary			
Geometric Data								
			Freeway	Ramp				
Number of Lanes (N), In			4	2				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors								
Driver Population			All Familiar	All Familiar				
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather			
Incident Type			No Incident	-				
Final Speed Adjustment Factor (SAF)			1.000	1.000				
Final Capacity Adjustment Factor (CAF)			1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			6558	1032				
Peak Hour Factor (PHF)		0.95	0.95					
Total Trucks, %		2.00	2.00					
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-				
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980				
Flow Rate (vi),pc/h			7044	1108				
Capacity (c), pc/h			9600	4000				
Volume-to-Capacity Ratio (v/c)			0.73	0.28				
Speed and Density								
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Freewa	iy (No)	2			
Distance to Upstream Ramp (LUP), f	ft	-	Speed Index (DS)		0.528			
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2113			
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Speed (S	R), mi/h	55.2			
Prop. Freeway Vehicles in Lane 1 an	id 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h		72.4			
Flow in Lanes 1 and 2 (v12), pc/h		2818	Ramp Junction Speed (S), mi/h		64.4			
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		27.3			
Level of Service (LOS)		B	Density in Ramp Influence Area (D	R), pc/mi/ln	15.0			

Project Information								
Analyst ML		Date	8/24/2020					
Agency LLG Engine	eers	Analysis Year	Existing +	Р				
Jurisdiction I-5 SB On- Capistranc	Ramp from Camino	Time Period Analyzed	AM Peak H	lour				
Project Description 4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary				
Geometric Data								
		Freeway	Ramp					
Number of Lanes (N), In		4	1					
Free-Flow Speed (FFS), mi/h		70.0	35.0					
Segment Length (L) / Acceleration Length (LA),	ft	1500	750					
Terrain Type		Level	Level					
Percent Grade, %		-	-					
Segment Type / Ramp Side		Freeway	Right					
Adjustment Factors		<u>-</u>						
Driver Population		All Familiar	All Familiar					
Weather Type		Non-Severe Weather	Non-Sever	e Weather				
Incident Type		No Incident	-					
Final Speed Adjustment Factor (SAF)		1.000	1.000					
Final Capacity Adjustment Factor (CAF)	1.000	1.000						
Demand Adjustment Factor (DAF)	1.000	1.000						
Demand and Capacity								
Demand Volume (Vi)		5526	387					
Peak Hour Factor (PHF)		0.95	0.95					
Total Trucks, %		2.00	2.00					
Single-Unit Trucks (SUT), %		-	-					
Tractor-Trailers (TT), %		-	-					
Heavy Vehicle Adjustment Factor (fHV)		0.980	0.980					
Flow Rate (vi),pc/h		5936	416					
Capacity (c), pc/h		9600	2000					
Volume-to-Capacity Ratio (v/c)		0.66	0.21					
Speed and Density								
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freewa	iy (No)	2				
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)		0.332				
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1781				
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h 60.7		60.7				
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.166	Outer Lanes Freeway Speed (SO), mi/h 65.4		65.4				
Flow in Lanes 1 and 2 (v12), pc/h	2374	Ramp Junction Speed (S), mi/h		63.2				
Flow Entering Ramp-Infl Area (vR12) pc/h	1	Average Density (D), pc/mi/ln 25.1						
	2790	Average Density (D), pc/mi/ln		25.1				

Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration L	ength (LA)	,ft	1500	105		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5913	1014		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (fH	IV)		0.980	0.980	0.980	
Flow Rate (vi),pc/h			6351	1089		
Capacity (c), pc/h			9600	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.66	0.54		
Speed and Density						
Upstream Equilibrium Distance (LEQ)	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), ft	t	-	Speed Index (DS)		0.526	
Downstream Equilibrium Distance (L	.EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1484	
Distance to Downstream Ramp (LDC	WN), ft	-	Off-Ramp Influence Area Sp	eed (SR), mi/h	55.3	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFD)	0.436	Outer Lanes Freeway Speed	Outer Lanes Freeway Speed (SO), mi/h		
Flow in Lanes 1 and 2 (v12), pc/h		3383	Ramp Junction Speed (S), mi	i/h	63.0	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	-	Average Density (D), pc/mi/l	n	25.2	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/ln 32.4		32.4	

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Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration I	_ength (LA),	.ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			4899	134		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980	0.980	
Flow Rate (vi),pc/h			5262	144	144	
Capacity (c), pc/h			9600	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.56	0.07		
Speed and Density			_			
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on F	Freeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.299	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	n/ln	1579	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Sp	eed (SR), mi/h	61.6	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.200	Outer Lanes Freeway Speed	(SO), mi/h	66.1	
Flow in Lanes 1 and 2 (v12), pc/h		2105	Ramp Junction Speed (S), m	i/h	64.2	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	2249	Average Density (D), pc/mi/l	In	21.1	
Level of Service (LOS)		В	Density in Ramp Influence Area (DR), pc/mi/ln 17.8		17.8	

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Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5033	1040		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980	0.980	
Flow Rate (vi),pc/h			5406	1117		
Capacity (c), pc/h			9600	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.68	0.56		
Speed and Density						
Upstream Equilibrium Distance (LEQ	)), ft	-	Number of Outer Lanes on I	Freeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.376	
Downstream Equilibrium Distance (I	LEQ), ft	-	Flow Outer Lanes (vOA), pc/ł	h/ln	1622	
Distance to Downstream Ramp (LDC	own), ft	-	On-Ramp Influence Area Sp	eed (SR), mi/h	59.5	
Prop. Freeway Vehicles in Lane 1 an	d 2 (Pfm)	0.078	Outer Lanes Freeway Speed	(SO), mi/h	66.0	
Flow in Lanes 1 and 2 (v12), pc/h		2162	Ramp Junction Speed (S), m	ii/h	62.6	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	3279	Average Density (D), pc/mi/	In	26.1	
Level of Service (LOS)		С	Density in Ramp Influence A	rea (DR), pc/mi/ln 26.3		

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Project Information								
Analyst N	1L		Date	8/24/2020				
Agency Ll	LG Engine	ers	Analysis Year	Existing +	p			
Jurisdiction I- D	5 NB On- Pr	Ramp from Stonehill	Time Period Analyzed	PM Peak H	our			
Project Description 42 D	244 Dohe vistrict Ove	ny Village Zoning erlay	Unit	United Stat	tes Customary			
Geometric Data								
			Freeway	Ramp				
Number of Lanes (N), In			4	1				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Acceleration Ler	ngth (LA),i	ït	1500	1375				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors								
Driver Population			All Familiar	All Familiar				
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-				
Final Speed Adjustment Factor (SAF)			1.000	1.000				
Final Capacity Adjustment Factor (CAF)			1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			5254	1420				
Peak Hour Factor (PHF)		0.95	0.95					
Total Trucks, %		2.00	2.00					
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-				
Heavy Vehicle Adjustment Factor (fHV)	')		0.980	0.980				
Flow Rate (vi),pc/h			5643	1525				
Capacity (c), pc/h			9600	2000				
Volume-to-Capacity Ratio (v/c)			0.75	0.76				
Speed and Density								
Upstream Equilibrium Distance (LEQ),	ft	-	Number of Outer Lanes on Freeway (No)		2			
Distance to Upstream Ramp (LUP), ft		-	Speed Index (MS)		0.396			
Downstream Equilibrium Distance (LE	Q), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1693			
Distance to Downstream Ramp (LDOW	vn), ft	-	On-Ramp Influence Area Speed (SR), mi/h 58		58.9			
Prop. Freeway Vehicles in Lane 1 and	2 (Pfm)	0.027	Outer Lanes Freeway Speed (SO), mi/h		65.7			
Flow in Lanes 1 and 2 (v12), pc/h		2257	Ramp Junction Speed (S), mi/h		61.9			
Flow Entering Ramp-Infl. Area (vR12),	pc/h	3782	Average Density (D), pc/mi/ln		28.9			
Level of Service (LOS)		C G	Density in Ramp Influence Area (D	R), pc/mi/ln	25.7			
Project Information								
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Analyst	ML		Date	8/24/2020				
Agency	LLG Engine	eers	Analysis Year	Existing +	Р			
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	PM Peak H	lour			
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary			
Geometric Data								
			Freeway	Ramp				
Number of Lanes (N), In			4	1				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Acceleration L	.ength (LA),	ft	1500	520				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors								
Driver Population			All Familiar	All Familia				
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000				
Final Capacity Adjustment Factor (CAF)			1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			4676	578				
Peak Hour Factor (PHF)			0.95	0.95				
Total Trucks, %			2.00	2.00	2.00			
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-				
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980				
Flow Rate (vi),pc/h			5023	621				
Capacity (c), pc/h			9600	2000				
Volume-to-Capacity Ratio (v/c)			0.59	0.31				
Speed and Density								
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2			
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.339			
Downstream Equilibrium Distance (l	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	/ln	1507			
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	60.5			
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.140	Outer Lanes Freeway Speed	(SO), mi/h	66.4			
Flow in Lanes 1 and 2 (v12), pc/h		2009	Ramp Junction Speed (S), mi,	/h	63.5			
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	2630	Average Density (D), pc/mi/lr	n	22.2			
Level of Service (LOS)		С	Density in Ramp Influence Ar	rea (DR), pc/mi/ln	22.5			

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Project Information							
Analyst	ML		Date	8/24/2020			
Agency	LLG Engine	eers	Analysis Year	Existing +	Р		
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	PM Peak H	lour		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data							
			Freeway	Ramp			
Number of Lanes (N), In			5	2			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familia	<u>.</u>		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF	-)		1.000	1.000			
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			6999	2323			
Peak Hour Factor (PHF)			0.95	0.95	0.95		
Total Trucks, %			2.00	2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-		
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			7518	2495			
Capacity (c), pc/h			12000	4000			
Volume-to-Capacity Ratio (v/c)			0.63	0.62			
Speed and Density							
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	reeway (NO)	2		
Distance to Upstream Ramp (LUP), 1	ft	-	Speed Index (DS)		0.653		
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1302		
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	51.7		
Prop. Freeway Vehicles in Lane 1 an	id 2 (PFD)	0.260	Outer Lanes Freeway Speed	(SO), mi/h	75.6		
Flow in Lanes 1 and 2 (v12), pc/h		3410	Ramp Junction Speed (S), mi	/h	59.9		
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/l	n	25.1		
Level of Service (LOS)	of Service (LOS) C Density in Ramp Influence Area (DR), pc/mi/ln		20.1				

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Project Information								
Analyst	ML		Date	8/24/2020				
Agency	LLG Engine	ers	Analysis Year	Existing +	Р			
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	PM Peak H	our			
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United Sta	tes Customary			
Geometric Data				•				
			Freeway	Ramp				
Number of Lanes (N), In			4	2				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors								
Driver Population			All Familiar	All Familiar	-			
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-				
Final Speed Adjustment Factor (SA	-)		1.000	1.000				
Final Capacity Adjustment Factor (CAF)			1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			8382	1344				
Peak Hour Factor (PHF)			0.95	0.95				
Total Trucks, %			2.00	2.00				
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-				
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980				
Flow Rate (vi),pc/h			9003	1444				
Capacity (c), pc/h			9600	4000				
Volume-to-Capacity Ratio (v/c)			0.94	0.36				
Speed and Density			-					
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Freewa	y (No)	2			
Distance to Upstream Ramp (LUP), t	ft	-	Speed Index (DS)		0.558			
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2700			
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (S	R), mi/h	54.4			
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), r	ni/h	70.2			
Flow in Lanes 1 and 2 (v12), pc/h		3603	Ramp Junction Speed (S), mi/h		62.9			
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		35.8			
Level of Service (LOS)		C G	Density in Ramp Influence Area (D	R), pc/mi/ln	21.7			

Project Information							
Analyst M	IL		Date	8/24/2020			
Agency LL	.G Engine	ers	Analysis Year	Existing +	Р		
Jurisdiction I-5 Ca	5 SB On-I apistrano	Ramp from Camino	Time Period Analyzed	PM Peak H	our		
Project Description 42 Di	244 Dohe istrict Ove	ny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data			• •				
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Acceleration Len	ngth (LA),i	ft	1500	750			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (CAF	-)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			7038 525				
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00			
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (fHV)	)		0.980	0.980			
Flow Rate (vi),pc/h			7560	564			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.85	0.28			
Speed and Density							
Upstream Equilibrium Distance (LEQ), f	ft	-	Number of Outer Lanes on Freewa	iy (No)	2		
Distance to Upstream Ramp (LUP), ft		-	Speed Index (MS)		0.410		
Downstream Equilibrium Distance (LEC	ຊ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2268		
Distance to Downstream Ramp (LDOWN), ft -		-	On-Ramp Influence Area Speed (S	R), mi/h	58.5		
Prop. Freeway Vehicles in Lane 1 and 2	2 (Pfm)	0.147	Outer Lanes Freeway Speed (SO), r	ni/h	63.6		
Flow in Lanes 1 and 2 (v12), pc/h		3024	Ramp Junction Speed (S), mi/h		61.2		
Flow Entering Ramp-Infl. Area (vR12), p	oc/h	3588	Average Density (D), pc/mi/ln		33.2		
Level of Service (LOS)		D G-	Density in Ramp Influence Area (D 40	R), pc/mi/ln	28.6		

Project Information							
Analyst	ML		Date	8/24/2020			
Agency	LLG Engine	eers	Analysis Year	Existing +	Р		
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	PM Peak H	lour		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data							
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	105			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF	-)		1.000	1.000			
Final Capacity Adjustment Factor (C	AF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			7563	1167			
Peak Hour Factor (PHF)			0.95	0.95	0.95		
Total Trucks, %			2.00	2.00	2.00		
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980			
Flow Rate (vi),pc/h			8124	1253			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.85	0.63			
Speed and Density							
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on F	reeway (NO)	2		
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (DS)		0.541		
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	/ln	1938		
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	54.9		
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.436	Outer Lanes Freeway Speed	(SO), mi/h	73.1		
Flow in Lanes 1 and 2 (v12), pc/h		4249	Ramp Junction Speed (S), mi,	/h	62.3		
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/lr	n	32.6		
Level of Service (LOS)		E	Density in Ramp Influence Ar	rea (DR), pc/mi/ln	39.8		

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Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	PM Peak H	our	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF	·)		1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000 1.000		
Demand and Capacity						
Demand Volume (Vi)			6396	88		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	⊣V)		0.980	0.980		
Flow Rate (vi),pc/h			6870	95		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.73	0.05		
Speed and Density						
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on Fi	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.329	
Downstream Equilibrium Distance (	Leq), ft	-	Flow Outer Lanes (vOA), pc/h,	/ln	2061	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	ed (SR), mi/h	60.8	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.206	Outer Lanes Freeway Speed (	(SO), mi/h	64.4	
Flow in Lanes 1 and 2 (v12), pc/h		2748	Ramp Junction Speed (S), mi,	/h	62.9	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	2843	Average Density (D), pc/mi/lr	n	27.7	
Level of Service (LOS)		С	Density in Ramp Influence Area (DR) nc/mi/ln 224		22.4	

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Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	PM Peak H	our	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	_ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6484	1407		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6965	1511		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.88	0.76		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.559	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	2090	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	54.3	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.029	Outer Lanes Freeway Speed	(SO), mi/h	64.3	
Flow in Lanes 1 and 2 (v12), pc/h		2786	Ramp Junction Speed (S), mi	i/h	58.8	
Flow Entering Ramp-Infl. Area (vR12	:), pc/h	4297	Average Density (D), pc/mi/l	n	36.0	
Level of Service (LOS)		D	Density in Ramp Influence A	rea (DR), pc/mi/ln	34.0	

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Project Information							
Analyst	ML		Date	8/24/2020			
Agency	LLG Engine	ers	Analysis Year	Existing +	Р		
Jurisdiction	I-5 NB On- Dr	Ramp from Stonehill	Time Period Analyzed	Saturday N	1D Peak Hour		
Project Description	4244 Dohe District Ov	ny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data	<u>.</u>						
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Acceleration	Length (LA),	ft	1500	1375			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-	-		
Final Speed Adjustment Factor (SAI	-)		1.000	1.000			
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			6265	1119			
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00			
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			6729	1202			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.83	0.60			
Speed and Density							
Upstream Equilibrium Distance (Leo	2), ft	-	Number of Outer Lanes on Freewa	y (No)	2		
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (MS)		0.416		
Downstream Equilibrium Distance (	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2019		
Distance to Downstream Ramp (LDOWN), ft -		-	On-Ramp Influence Area Speed (Si	R), mi/h	58.4		
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.068		Outer Lanes Freeway Speed (So), n	ni/h	64.5			
Flow in Lanes 1 and 2 (v12), pc/h		2692	Ramp Junction Speed (S), mi/h		61.4		
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	3894	Average Density (D), pc/mi/ln		32.3		
Level of Service (LOS)		C G	Density in Ramp Influence Area (D	R), pc/mi/ln	26.7		

Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	Saturday N	ЛD Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	_ength (LA),	.ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5613	652		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	⊣V)		0.980	0.980		
Flow Rate (vi),pc/h			6029	700		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.70	0.35		
Speed and Density						
Upstream Equilibrium Distance (LEQ	)), ft	-	Number of Outer Lanes on F	Freeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.372	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	n/ln	1809	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Sp	eed (SR), mi/h	59.6	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.130	Outer Lanes Freeway Speed	(SO), mi/h	65.3	
Flow in Lanes 1 and 2 (v12), pc/h		2412	Ramp Junction Speed (S), m	i/h	62.5	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	3112	Average Density (D), pc/mi/l	In	26.9	
Level of Service (LOS)		С	Density in Ramp Influence A	rea (DR), pc/mi/ln	26.2	

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Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Stat	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	-)		1.000	1.000		
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			8956	3343		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			9620	3591		
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.80	0.90		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Fi	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ft	-	Speed Index (DS)		0.751	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h,	/ln	1519	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Spe	ed (SR), mi/h	49.0	
Prop. Freeway Vehicles in Lane 1 an	nd 2 (PFD)	0.260	Outer Lanes Freeway Speed (	(SO), mi/h	74.8	
Flow in Lanes 1 and 2 (v12), pc/h		4658	Ramp Junction Speed (S), mi,	/h	56.7	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/lr	۱	33.9	
Level of Service (LOS)		D	Density in Ramp Influence Ar	ifluence Area (DR), pc/mi/ln 30.8		

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Project Information								
Analyst	ML		Date	8/24/2020				
Agency	LLG Engine	ers	Analysis Year	Existing +	Р			
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	Saturday N	1D Peak Hour			
Project Description	4244 Dohe District Ov	ny Village Zoning erlay	Unit	United Sta	tes Customary			
Geometric Data			•	•				
			Freeway	Ramp				
Number of Lanes (N), In			4	2				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors								
Driver Population			All Familiar	All Familiar				
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-	-			
Final Speed Adjustment Factor (SAI	F)		1.000	1.000				
Final Capacity Adjustment Factor (CAF)			1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			7448	1256				
Peak Hour Factor (PHF)			0.95	0.95				
Total Trucks, %			2.00	2.00				
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-	-			
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980				
Flow Rate (vi),pc/h			8000	1349				
Capacity (c), pc/h			9600	4000				
Volume-to-Capacity Ratio (v/c)			0.83	0.34				
Speed and Density			-					
Upstream Equilibrium Distance (Leo	ב), ft	-	Number of Outer Lanes on Freewa	ay (No)	2			
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (DS)		0.549			
Downstream Equilibrium Distance (	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2400			
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (S	SR), mi/h	54.6			
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO),	mi/h	71.3			
Flow in Lanes 1 and 2 (v12), pc/h		3200	Ramp Junction Speed (S), mi/h		63.5			
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		31.5			
Level of Service (LOS)		B	Density in Ramp Influence Area (D 47	R), pc/mi/ln	18.3			

Project Information							
Analyst	ML		Date	8/24/2020			
Agency	LLG Engine	eers	Analysis Year	Existing +	Р		
Jurisdiction	I-5 SB On- Capistrano	Ramp from Camino	Time Period Analyzed	Saturday N	1D Peak Hour		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data			• •				
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Acceleration	Length (LA),	ft	1500	750			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors			-				
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-	-		
Final Speed Adjustment Factor (SAI	-)		1.000	1.000			
Final Capacity Adjustment Factor (CAF)			1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			6192	489			
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00	2.00		
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			6651	525			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.75	0.26			
Speed and Density							
Upstream Equilibrium Distance (Leo	2), ft	-	Number of Outer Lanes on Freewa	ay (No)	2		
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (MS)		0.363		
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1996		
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area Speed (S	R), mi/h	59.8		
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFM)	0.152	Outer Lanes Freeway Speed (SO),	mi/h	64.6		
Flow in Lanes 1 and 2 (v12), pc/h		2660	Ramp Junction Speed (S), mi/h		62.4		
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	3185	Average Density (D), pc/mi/ln		28.8		
Level of Service (LOS)		C G-	Density in Ramp Influence Area (D 48	R), pc/mi/ln	25.4		

Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	Saturday N	/ID Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	105		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6681	811		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			7176	871		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.75	0.44		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Fr	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.506	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h,	/ln	1778	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Spe	ed (SR), mi/h	55.8	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.436	Outer Lanes Freeway Speed (	(SO), mi/h	73.8	
Flow in Lanes 1 and 2 (v12), pc/h		3620	Ramp Junction Speed (S), mi/	/h	63.5	
Flow Entering Ramp-Infl. Area (vR12	.), pc/h	-	Average Density (D), pc/mi/lr	<u>ו</u>	28.3	
Level of Service (LOS)		D	Density in Ramp Influence Ar	ea (DR), pc/mi/ln	34.4	

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Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	P	
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	Saturday N	ЛD Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia	f	
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000 1.000			
Demand and Capacity						
Demand Volume (Vi)			5870	108		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f⊦	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6305	116		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.67	0.06		
Speed and Density			1			
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), ft	t	-	Speed Index (MS)		0.317	
Downstream Equilibrium Distance (L	_EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1892	
Distance to Downstream Ramp (LDC	own), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	61.1	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.203	Outer Lanes Freeway Speed	(So), mi/h	65.0	
Flow in Lanes 1 and 2 (v12), pc/h		2522	Ramp Junction Speed (S), mi	/h	63.3	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	2638	Average Density (D), pc/mi/li	n	25.4	
Level of Service (LOS)		С	Density in Ramp Influence A	rea (DR), pc/mi/ln	20.8	

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Project Information						
Analyst	ML		Date	8/24/2020		
Agency	LLG Engine	eers	Analysis Year	Existing +	Р	
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000 1.000		
Demand and Capacity						
Demand Volume (Vi)			5978	1184		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6421	1272		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.80	0.64		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.454	
Downstream Equilibrium Distance (I	Leq), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1927	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	57.3	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.059	Outer Lanes Freeway Speed	(SO), mi/h	64.9	
Flow in Lanes 1 and 2 (v12), pc/h		2568	Ramp Junction Speed (S), mi	i/h	60.9	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	3840	Average Density (D), pc/mi/l	n	31.6	
Level of Service (LOS)		D	Density in Ramp Influence A	rea (DR), pc/mi/ln	30.6	

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APPENDIX G-III

YEAR 2045 BUILDOUT TRAFFIC CONDITIONS

Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	eers	Analysis Year	Year 2045			
Jurisdiction	l-5 NB On- Dr	Ramp from Stonehill	Time Period Analyzed	AM Peak H	lour		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data	- -		•				
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Acceleration	Length (LA),	ft	1500	1375			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-	-		
Final Speed Adjustment Factor (SA	F)		1.000	1.000			
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity			-	_			
Demand Volume (Vi)			6916	1723			
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00			
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			7429	1851			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.97	0.93			
Speed and Density							
Upstream Equilibrium Distance (Leo	ב), ft	-	Number of Outer Lanes on Freewa	iy (No)	2		
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (Ms)		0.710		
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2229		
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area Speed (S	R), mi/h	50.1		
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFM)	0.000	Outer Lanes Freeway Speed (SO), r	ni/h	63.8		
Flow in Lanes 1 and 2 (v12), pc/h		2972	Ramp Junction Speed (S), mi/h		55.9		
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	4823	Average Density (D), pc/mi/ln		41.5		
Level of Service (LOS)		D	Density in Ramp Influence Area (D	R), pc/mi/ln	33.7		

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration I	Length (LA),	ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5927	989		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6366	1062		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.77	0.53		
Speed and Density		_				
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	Freeway (NO)	2	
Distance to Upstream Ramp (LUP), f	<sup>-</sup> t	-	Speed Index (MS)		0.428	
Downstream Equilibrium Distance (LEQ), ft -		-	Flow Outer Lanes (vOA), pc/h	n/ln	1910	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Sp	eed (SR), mi/h	58.0	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.085	Outer Lanes Freeway Speed	(SO), mi/h	64.9	
Flow in Lanes 1 and 2 (v12), pc/h		2546	Ramp Junction Speed (S), m	i/h	61.4	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	3608	Average Density (D), pc/mi/l	In	30.2	
Level of Service (LOS)		D	Density in Ramp Influence A	rea (DR), pc/mi/ln	29.9	

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	-)		1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			8173	2246		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			8779	2412		
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.73	0.60		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Fre	eeway (NO)	2	
Distance to Upstream Ramp (LUP), f	<sup>-</sup> t	-	Speed Index (DS)		0.645	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/	In	1706	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Spee	ed (SR), mi/h	51.9	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (S	30), mi/h	74.0	
Flow in Lanes 1 and 2 (v12), pc/h		3611	Ramp Junction Speed (S), mi/	h	60.7	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		28.9	
Level of Service (LOS)		С	Density in Ramp Influence Are	ea (DR), pc/mi/ln	21.8	

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Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	ers	Analysis Year	Year 2045			
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	AM Peak H	our		
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United Stat	tes Customary		
Geometric Data			•	•			
			Freeway	Ramp			
Number of Lanes (N), In			4	2			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (C	AF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			7192 1255				
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00			
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980			
Flow Rate (vi),pc/h			7725	1348			
Capacity (c), pc/h			9600	4000			
Volume-to-Capacity Ratio (v/c)			0.80	0.34			
Speed and Density							
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on Freewa	y (NO)	2		
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (DS)		0.549		
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2318		
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Speed (S	R), mi/h	54.6		
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), n	ni/h	71.7		
Flow in Lanes 1 and 2 (v12), pc/h		3090	Ramp Junction Speed (S), mi/h		63.7		
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/ln		30.3		
Level of Service (LOS)		B	Density in Ramp Influence Area (D	R), pc/mi/ln	17.3		

Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	eers	Analysis Year	Year 2045			
Jurisdiction	I-5 SB On- Capistrano	Ramp from Camino	Time Period Analyzed	AM Peak H	lour		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data			• •				
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Acceleration I	_ength (LA),	ft	1500	750			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors			^				
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (C	AF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			5937	559			
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00			
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (fi	⊣∨)		0.980	0.980			
Flow Rate (vi),pc/h			6377	600			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.73	0.30			
Speed and Density							
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on Freewa	iy (No)	2		
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.360		
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1913		
Distance to Downstream Ramp (LDOWN), ft -		-	On-Ramp Influence Area Speed (S	R), mi/h	59.9		
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.143		Outer Lanes Freeway Speed (SO), r	ni/h	64.9			
Flow in Lanes 1 and 2 (v12), pc/h		2551	Ramp Junction Speed (S), mi/h		62.5		
Flow Entering Ramp-Infl. Area (vR12	), pc/h	3151	Average Density (D), pc/mi/ln		27.9		
Level of Service (LOS)		C	Density in Ramp Influence Area (D 57	R), pc/mi/ln	25.1		

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration I	Length (LA)	,ft	1500	105		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6496	1414		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6977	1519		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.73	0.76		
Speed and Density						
Upstream Equilibrium Distance (LEQ	)), ft	-	Number of Outer Lanes on Fi	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (Ds)		0.565	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h,	/ln	1539	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Spe	ed (SR), mi/h	54.2	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.436	Outer Lanes Freeway Speed (	(SO), mi/h	74.7	
Flow in Lanes 1 and 2 (v12), pc/h		3899	Ramp Junction Speed (S), mi,	/h	61.7	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/lr	۱	28.3	
Level of Service (LOS)		E	Density in Ramp Influence Ar	rea (DR), pc/mi/ln	36.8	

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors			_			
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SA	-)		1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5082	167		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			5459	179		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.59	0.09		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Fre	eway (No)	2	
Distance to Upstream Ramp (LUP), t	ft	-	Speed Index (MS)		0.304	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/h	n	1638	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area Spee	d (SR), mi/h	61.5	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFM)	0.195	Outer Lanes Freeway Speed (S	0), mi/h	65.9	
Flow in Lanes 1 and 2 (v12), pc/h		2184	Ramp Junction Speed (S), mi/h	1	64.0	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	2363	Average Density (D), pc/mi/ln		22.0	
Level of Service (LOS)		В	Density in Ramp Influence Area	a (DR), pc/mi/ln	18.6	

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5249	1304		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	⊣∨)		0.980	0.980		
Flow Rate (vi),pc/h			5638	1401		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.73	0.70		
Speed and Density		1	-			
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.424	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1692	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	58.1	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.043	Outer Lanes Freeway Speed	(SO), mi/h	65.7	
Flow in Lanes 1 and 2 (v12), pc/h		2255	Ramp Junction Speed (S), mi	i/h	61.5	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	3656	Average Density (D), pc/mi/l	n	28.6	
Level of Service (LOS)		D	Density in Ramp Influence A	rea (DR), pc/mi/ln	29.1	

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Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	ers	Analysis Year	Year 2045			
Jurisdiction	I-5 NB On- Dr	Ramp from Stonehill	Time Period Analyzed	PM Peak H	our		
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data			•	•			
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Acceleration I	_ength (LA),	ft	1500	1375			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (C	AF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			5820	1607			
Peak Hour Factor (PHF)			0.95 0.95				
Total Trucks, %			2.00	2.00			
Single-Unit Trucks (SUT), %			-	-			
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980			
Flow Rate (vi),pc/h			6251	1726			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.83	0.86			
Speed and Density							
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on Freewa	ay (No)	2		
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.492		
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1876		
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Speed (S	R), mi/h	56.2		
Prop. Freeway Vehicles in Lane 1 an	d 2 (РFM)	0.002	Outer Lanes Freeway Speed (SO), r	ni/h	65.0		
Flow in Lanes 1 and 2 (v12), pc/h		2500	Ramp Junction Speed (S), mi/h		60.0		
Flow Entering Ramp-Infl. Area (vR12	), pc/h	4226	Average Density (D), pc/mi/ln		33.2		
Level of Service (LOS)		D	Density in Ramp Influence Area (D	R), pc/mi/ln	29.1		

Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	eers	Analysis Year	Year 2045			
Jurisdiction	I-5 NB On	-Ramp from PCH	Time Period Analyzed	PM Peak H	our		
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary		
Geometric Data							
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Acceleration L	ength (LA),	.ft	1500	520			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (Ca	Final Capacity Adjustment Factor (CAF)			1.000			
Demand Adjustment Factor (DAF)			1.000	1.000	1.000		
Demand and Capacity							
Demand Volume (Vi)			4998	822			
Peak Hour Factor (PHF)			0.95	0.95	0.95		
Total Trucks, %			2.00	2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-		
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (f	IV)		0.980	0.980			
Flow Rate (vi),pc/h			5368	883			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.65	0.44			
Speed and Density							
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2		
Distance to Upstream Ramp (LUP), ft	t	-	Speed Index (MS)		0.365		
Downstream Equilibrium Distance (L	.EQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1611		
Distance to Downstream Ramp (LDC	WN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	59.8		
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.107	Outer Lanes Freeway Speed	(SO), mi/h	66.0		
Flow in Lanes 1 and 2 (v12), pc/h		2147	Ramp Junction Speed (S), mi	i/h	62.8		
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	3030	Average Density (D), pc/mi/l	n	24.9		
Level of Service (LOS)	(LOS) C Dens		Density in Ramp Influence Area (DR), pc/mi/ln		25.5		

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	PM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familia		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			7638	2640		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			8204	2836		
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.68	0.71		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (DS)		0.683	
Downstream Equilibrium Distance (	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1379	
Distance to Downstream Ramp (LD	Distance to Downstream Ramp (LDOWN), ft -		Off-Ramp Influence Area Spe	eed (SR), mi/h	50.9	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	0.260	Outer Lanes Freeway Speed	Outer Lanes Freeway Speed (SO), mi/h		
Flow in Lanes 1 and 2 (v12), pc/h		3805	Ramp Junction Speed (S), mi	/h	58.9	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/l	n	27.9	
Level of Service (LOS)		С	Density in Ramp Influence Area (DR), pc/mi/ln		23.5	

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	PM Peak H	our	
Project Description	4244 Dohe District Ove	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar	-	
Weather Type			Non-Severe Weather	Non-Severe Weather		
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			9349	1801		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			10042	1934		
Capacity (c), pc/h			9600	4000		
Volume-to-Capacity Ratio (v/c)			1.05	0.48		
Speed and Density						
Upstream Equilibrium Distance (Leo	2), ft	0.0	Number of Outer Lanes on Freewa	y (NO)	2	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (DS)		-	
Downstream Equilibrium Distance (	LEQ), ft	0.0	Flow Outer Lanes (vOA), pc/h/ln		2700	
Distance to Downstream Ramp (LD	istance to Downstream Ramp (LDOWN), ft -		Off-Ramp Influence Area Speed (S	R), mi/h	53.1	
Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 0.260		Outer Lanes Freeway Speed (SO), mi/h		-		
Flow in Lanes 1 and 2 (v12), pc/h		4642	Ramp Junction Speed (S), mi/h		-	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	4642	Average Density (D), pc/mi/ln		-	
Level of Service (LOS)		F G-	Density in Ramp Influence Area (D	R), pc/mi/ln	30.7	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB On-l Capistrano	Ramp from Camino	Time Period Analyzed	PM Peak H	our	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data			•			
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	750		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)	)		1.000	1.000		
Final Capacity Adjustment Factor (CA	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			7548	642		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fH	IV)		0.980	0.980		
Flow Rate (vi),pc/h			8107	690		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.92	0.35		
Speed and Density						
Upstream Equilibrium Distance (LEQ)	), ft	-	Number of Outer Lanes on Freewa	iy (No)	2	
Distance to Upstream Ramp (LUP), ft	:	-	Speed Index (MS)		0.468	
Downstream Equilibrium Distance (L	.EQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2432	
Distance to Downstream Ramp (LDO	Distance to Downstream Ramp (LDOWN), ft -		On-Ramp Influence Area Speed (S	R), mi/h	56.9	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.132	Outer Lanes Freeway Speed (SO), mi/h		62.7	
Flow in Lanes 1 and 2 (v12), pc/h		3243	Ramp Junction Speed (S), mi/h		60.0	
Flow Entering Ramp-Infl. Area (vR12)	, pc/h	3933	Average Density (D), pc/mi/ln		36.7	
Level of Service (LOS)		D	Density in Ramp Influence Area (D	R), pc/mi/ln	31.2	

Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	eers	Analysis Year	Year 2045			
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	PM Peak H	lour		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data							
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Deceleration I	Length (LA)	,ft	1500	105			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familia	r		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (CAF)			1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000	1.000		
Demand and Capacity							
Demand Volume (Vi)			8190	1806			
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00			
Single-Unit Trucks (SUT), %			-	-	-		
Tractor-Trailers (TT), %			-	-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			8797	1940			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.92	0.97			
Speed and Density					1		
Upstream Equilibrium Distance (LEQ	)), ft	-	Number of Outer Lanes on F	Freeway (NO)	2		
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.603		
Downstream Equilibrium Distance (I	LEQ), ft	-	Flow Outer Lanes (vOA), pc/ł	n/ln	1934		
Distance to Downstream Ramp (LDC	stance to Downstream Ramp (LDOWN), ft		Off-Ramp Influence Area Sp	Off-Ramp Influence Area Speed (SR), mi/h			
Prop. Freeway Vehicles in Lane 1 an	d 2 (Pfd)	0.436	Outer Lanes Freeway Speed	Outer Lanes Freeway Speed (SO), mi/h			
Flow in Lanes 1 and 2 (v12), pc/h		4930	Ramp Junction Speed (S), m	i/h	60.4		
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	-	Average Density (D), pc/mi/l	In	36.4		
Level of Service (LOS)		E	Density in Ramp Influence Area (DR), pc/mi/ln		45.7		

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Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	eers	Analysis Year	Year 2045			
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	PM Peak H	our		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data							
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	840			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familiar			
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF	)		1.000	1.000			
Final Capacity Adjustment Factor (CAF)			1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000	1.000		
Demand and Capacity							
Demand Volume (Vi)			6384	123			
Peak Hour Factor (PHF)			0.95	0.95			
Total Trucks, %			2.00	2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-		
Tractor-Trailers (TT), %			-	-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			6857	132			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.73	0.07			
Speed and Density		-	-				
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on Free	eway (No)	2		
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.331		
Downstream Equilibrium Distance (	Equilibrium Distance (LEQ), ft -		Flow Outer Lanes (vOA), pc/h/ln		2057		
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Speed	l (SR), mi/h	60.7		
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.201	Outer Lanes Freeway Speed (SC	), mi/h	64.4		
Flow in Lanes 1 and 2 (v12), pc/h		2743	Ramp Junction Speed (S), mi/h		62.8		
Flow Entering Ramp-Infl. Area (vR12	), pc/h	2875	Average Density (D), pc/mi/ln		27.8		
Level of Service (LOS)	vel of Service (LOS)		Density in Ramp Influence Area (DR), pc/mi/In		22.6		

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	PM Peak H	our	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6507	1636		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	⊣V)		0.980	0.980		
Flow Rate (vi),pc/h			6989	1757		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.91	0.88		
Speed and Density						
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.643	
Downstream Equilibrium Distance (	Leq), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2097	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	ed (SR), mi/h	52.0	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.000	Outer Lanes Freeway Speed (	(SO), mi/h	64.3	
Flow in Lanes 1 and 2 (v12), pc/h		2796	Ramp Junction Speed (S), mi,	/h	57.3	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	4553	Average Density (D), pc/mi/lr	ו	38.2	
Level of Service (LOS)	Level of Service (LOS) E		Density in Ramp Influence Area (DR), pc/mi/In		35.9	

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Project Information						
Analyst ML			Date	4/22/2021		
Agency LLG	Engine	ers	Analysis Year	Year 2045		
Jurisdiction I-5 I Dr	NB On-F	Ramp from Stonehill	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description 424 Dist	4 Doher rict Ove	ny Village Zoning rlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration Leng	th (LA),fi	t	1500	1375		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6940	1354		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fHV)			0.980	0.980		
Flow Rate (vi),pc/h			7454	1454		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.93	0.73		
Speed and Density						
Upstream Equilibrium Distance (LEQ), ft		-	Number of Outer Lanes on Freewa	y (NO)	2	
Distance to Upstream Ramp (LUP), ft		-	Speed Index (MS)		0.554	
Downstream Equilibrium Distance (LEQ),	ft	-	Flow Outer Lanes (vOA), pc/h/ln		2236	
Distance to Downstream Ramp (LDOWN), ft -		-	On-Ramp Influence Area Speed (Si	R), mi/h	54.5	
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.036		Outer Lanes Freeway Speed (SO), mi/h		63.8		
Flow in Lanes 1 and 2 (v12), pc/h		2982	Ramp Junction Speed (S), mi/h		58.8	
Flow Entering Ramp-Infl. Area (vR12), pc	⁄h	4436	Average Density (D), pc/mi/ln		37.9	
Level of Service (LOS)		D	Density in Ramp Influence Area (D	R), pc/mi/ln	30.9	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration I	_ength (LA),	ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5998	942		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6443	1012		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.78	0.51		
Speed and Density		1			1	
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	Freeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.426	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/ł	n/ln	1933	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Sp	eed (SR), mi/h	58.1	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.091	Outer Lanes Freeway Speed	(S0), mi/h	64.8	
Flow in Lanes 1 and 2 (v12), pc/h		2577	Ramp Junction Speed (S), m	i/h	61.4	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	3589	Average Density (D), pc/mi/l	In	30.4	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/In		29.8	

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration I	_ength (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			9575	3577		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			10285	3842		
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.86	0.96		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.774	
Downstream Equilibrium Distance (I	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1623	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Sp	eed (SR), mi/h	48.3	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed	(SO), mi/h	74.4	
Flow in Lanes 1 and 2 (v12), pc/h		4982	Ramp Junction Speed (S), mi	i/h	56.1	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	-	Average Density (D), pc/mi/l	n	36.7	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/ln		33.6	

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	ers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data				•		
			Freeway	Ramp		
Number of Lanes (N), In			4	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Severe Weather		
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	-)		1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			8429	1620		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			9054	1740		
Capacity (c), pc/h			9600	4000		
Volume-to-Capacity Ratio (v/c)			0.94	0.44		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Freewa	iy (No)	2	
Distance to Upstream Ramp (LUP), f	ft	-	Speed Index (DS)		0.585	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2700	
Distance to Downstream Ramp (LD	ownstream Ramp (LDOWN), ft -		Off-Ramp Influence Area Speed (S	R), mi/h	53.6	
Prop. Freeway Vehicles in Lane 1 an	nd 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h		70.2	
Flow in Lanes 1 and 2 (v12), pc/h		3654	Ramp Junction Speed (S), mi/h		62.4	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		36.3	
Level of Service (LOS)		C G	Density in Ramp Influence Area (D	R), pc/mi/ln	22.2	
Project Information						
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Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB On- Capistrano	Ramp from Camino	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data	•		•			
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	750		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SA	F)		1.000	1.000		
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity				_		
Demand Volume (Vi)			6809	514		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			7314	552		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.82	0.28		
Speed and Density						
Upstream Equilibrium Distance (Leo	ຊ), ft	-	Number of Outer Lanes on Freewa	iy (No)	2	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (MS)		0.395	
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2194	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area Speed (S	R), mi/h	58.9	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFM)	0.149	Outer Lanes Freeway Speed (SO), r	ni/h	63.9	
Flow in Lanes 1 and 2 (v12), pc/h		2926	Ramp Junction Speed (S), mi/h		61.6	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	3478	Average Density (D), pc/mi/ln		31.9	
Level of Service (LOS)		C G	Density in Ramp Influence Area (D 73	R), pc/mi/ln	27.7	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Stat	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration I	Length (LA)	,ft	1500	105		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			7323	1473		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			7866	1582		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.82	0.79		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	Freeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.570	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/ł	ז/ln	1772	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Sp	eed (SR), mi/h	54.0	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.436	Outer Lanes Freeway Speed	(SO), mi/h	73.8	
Flow in Lanes 1 and 2 (v12), pc/h		4322	Ramp Junction Speed (S), m	i/h	61.4	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/l	In	32.0	
Level of Service (LOS)		E	Density in Ramp Influence A	vrea (DR), pc/mi/ln	40.5	

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration I	Length (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors			_			
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000 1.000		
Demand and Capacity						
Demand Volume (Vi)			5850	150		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6284	161		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.67	0.08		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Fre	eway (No)	2	
Distance to Upstream Ramp (LUP), 1	ft	-	Speed Index (MS)		0.319	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/h	n	1885	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area Spee	d (SR), mi/h	61.1	
Prop. Freeway Vehicles in Lane 1 an	nd 2 (PFM)	0.198	Outer Lanes Freeway Speed (S	0), mi/h	65.0	
Flow in Lanes 1 and 2 (v12), pc/h		2514	Ramp Junction Speed (S), mi/h	1	63.3	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	2675	Average Density (D), pc/mi/ln		25.5	
Level of Service (LOS)		с	Density in Ramp Influence Area	a (DR), pc/mi/ln	21.1	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045		
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration I	_ength (LA),	.ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000 1.000		
Demand and Capacity						
Demand Volume (Vi)			6000	1469		
Peak Hour Factor (PHF)			0.95	5 0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6445	1578		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.84	0.79		
Speed and Density						
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.522	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	/ln	1934	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	55.4	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.021	Outer Lanes Freeway Speed	(SO), mi/h	64.8	
Flow in Lanes 1 and 2 (v12), pc/h		2578	Ramp Junction Speed (S), mi	/h	59.6	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	4156	Average Density (D), pc/mi/l	n	33.7	
Level of Service (LOS)		D	Density in Ramp Influence A	rea (DR), pc/mi/ln	32.9	

APPENDIX G-IV

YEAR 2045 BUILDOUT PLUS PROJECT TRAFFIC CONDITIONS

Project Information						
Analyst ML			Date	4/22/2021		
Agency LLG	ngineers		Analysis Year	Year 2045	+ P	
Jurisdiction I-5 N Dr	8 On-Ramp from Sto	onehill	Time Period Analyzed	AM Peak H	lour	
Project Description 4244 Distr	Doheny Village Zoni t Overlay	ing	Unit	United Sta	tes Customary	
Geometric Data				•		
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration Lengt	(LA),ft		1500	1375		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6916	1770		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (fHV)			0.980	0.980		
Flow Rate (vi),pc/h			7429	1901		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.97	0.95		
Speed and Density						
Upstream Equilibrium Distance (LEQ), ft	-		Number of Outer Lanes on Freew	ay (NO)	2	
Distance to Upstream Ramp (LUP), ft	-		Speed Index (MS)		0.735	
Downstream Equilibrium Distance (LEQ),	-		Flow Outer Lanes (vOA), pc/h/ln		2229	
Distance to Downstream Ramp (LDOWN),	t -		On-Ramp Influence Area Speed (S	SR), mi/h	49.4	
Prop. Freeway Vehicles in Lane 1 and 2 (F	M) 0.000		Outer Lanes Freeway Speed (SO),	mi/h	63.8	
Flow in Lanes 1 and 2 (v12), pc/h	2972		Ramp Junction Speed (S), mi/h		55.4	
Flow Entering Ramp-Infl. Area (vR12), pc/	4873		Average Density (D), pc/mi/ln		42.1	
Level of Service (LOS)	D	G-	Density in Ramp Influence Area (I	DR), pc/mi/ln	34.1	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration I	Length (LA),	ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5927	989		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			6366	1062		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.77	0.53		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ît	-	Speed Index (MS)		0.428	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	n/ln	1910	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	58.0	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.085	Outer Lanes Freeway Speed	(SO), mi/h	64.9	
Flow in Lanes 1 and 2 (v12), pc/h		2546	Ramp Junction Speed (S), mi	i/h	61.4	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	3608	Average Density (D), pc/mi/l	n	30.2	
Level of Service (LOS)		D	Density in Ramp Influence A	rea (DR), pc/mi/ln	29.9	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar	-	
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type		No Incident	-			
Final Speed Adjustment Factor (SAF	-)		1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			8207	8207 2280		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			8815	2449		
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.73	0.61		
Speed and Density						
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (Ds)		0.648	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	/ln	1703	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	51.9	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed	(SO), mi/h	74.0	
Flow in Lanes 1 and 2 (v12), pc/h		3646	Ramp Junction Speed (S), mi	/h	60.6	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/li	n	29.1	
Level of Service (LOS)		С	Density in Ramp Influence A	rea (DR), pc/mi/ln	22.1	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	ers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	AM Peak H	our	
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United Stat	tes Customary	
Geometric Data				•		
			Freeway	Ramp		
Number of Lanes (N), In			4	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	-)		1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			7247	1278		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			7784	1373		
Capacity (c), pc/h			9600	4000		
Volume-to-Capacity Ratio (v/c)			0.81	0.34		
Speed and Density						
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on Freewa	iy (No)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (Ds)		0.552	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2335	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Speed (S	R), mi/h	54.5	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), r	ni/h	71.6	
Flow in Lanes 1 and 2 (v12), pc/h		3114	Ramp Junction Speed (S), mi/h		63.6	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/ln		30.6	
Level of Service (LOS)		B	Density in Ramp Influence Area (D	R), pc/mi/ln	17.5	

Project Information						
Analyst ML		Date	4/22/2021			
Agency LLG Engine	eers	Analysis Year	Year 2045	+ P		
Jurisdiction I-5 SB On- Capistranc	Ramp from Camino	Time Period Analyzed	AM Peak H	lour		
Project Description 4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data		• •				
		Freeway	Ramp			
Number of Lanes (N), In		4	1			
Free-Flow Speed (FFS), mi/h		70.0	35.0			
Segment Length (L) / Acceleration Length (LA),	ft	1500	750			
Terrain Type		Level	Level			
Percent Grade, %		-	-			
Segment Type / Ramp Side		Freeway	Right			
Adjustment Factors		•				
Driver Population		All Familiar	All Familiar			
Weather Type		Non-Severe Weather	Non-Sever	e Weather		
Incident Type		No Incident	-			
Final Speed Adjustment Factor (SAF)		1.000	1.000			
Final Capacity Adjustment Factor (CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)		1.000	1.000			
Demand and Capacity						
Demand Volume (Vi)		5969 559				
Peak Hour Factor (PHF)		0.95	0.95			
Total Trucks, %		2.00	2.00			
Single-Unit Trucks (SUT), %		-	-			
Tractor-Trailers (TT), %		-	-			
Heavy Vehicle Adjustment Factor (fHV)		0.980	0.980			
Flow Rate (vi),pc/h		6411	600			
Capacity (c), pc/h		9600	2000			
Volume-to-Capacity Ratio (v/c)		0.73	0.30			
Speed and Density						
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freewa	iy (No)	2		
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)		0.361		
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1924		
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (S	R), mi/h	59.9		
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.143	Outer Lanes Freeway Speed (SO), r	ni/h	64.9		
Flow in Lanes 1 and 2 (v12), pc/h	2564	Ramp Junction Speed (S), mi/h		62.5		
Flow Entering Ramp-Infl. Area (vR12), pc/h		Average Density (D), pc/mi/ln 28.0				
······································	3164	Average Density (D), pc/mi/ln		28.0		

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Stat	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	105		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6528	6528 1446		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			7012	1553		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.73	0.78		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.568	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1540	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	54.1	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.436	Outer Lanes Freeway Speed	(SO), mi/h	74.7	
Flow in Lanes 1 and 2 (v12), pc/h		3933	Ramp Junction Speed (S), mi	/h	61.6	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/l	n	28.5	
Level of Service (LOS)		E	Density in Ramp Influence A	rea (DR), pc/mi/ln	37.1	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5082	167		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			5459	179		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.59	0.09		
Speed and Density						
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Fi	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	ît	-	Speed Index (MS)		0.304	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h,	/ln	1638	
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	61.5	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.195	Outer Lanes Freeway Speed (	(S0), mi/h	65.9	
Flow in Lanes 1 and 2 (v12), pc/h		2184	Ramp Junction Speed (S), mi,	/h	64.0	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	2363	Average Density (D), pc/mi/lr	1	22.0	
Level of Service (LOS)		В	Density in Ramp Influence Ar	rea (DR), pc/mi/ln	18.6	

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Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	AM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000 1.000			
Demand and Capacity						
Demand Volume (Vi)			5249	1306		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			5638	1403		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.73	0.70		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.424	
Downstream Equilibrium Distance (l	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1692	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	58.1	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.042	Outer Lanes Freeway Speed	(SO), mi/h	65.7	
Flow in Lanes 1 and 2 (v12), pc/h		2255	Ramp Junction Speed (S), mi	i/h	61.5	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	3658	Average Density (D), pc/mi/l	n	28.6	
Level of Service (LOS)		D	Density in Ramp Influence Area (DR), pc/mi/ln 29,1		29.1	

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Project Information								
Analyst	ML		Date	4/22/2021				
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P			
Jurisdiction	I-5 NB On- Dr	Ramp from Stonehill	Time Period Analyzed	PM Peak H	our			
Project Description	4244 Dohe District Ove	eny Village Zoning erlay	Unit	United Sta	tes Customary			
Geometric Data			•	•				
			Freeway	Ramp				
Number of Lanes (N), In			4	1				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Acceleration I	_ength (LA),	ft	1500	1375				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors								
Driver Population			All Familiar	All Familiar				
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-				
Final Speed Adjustment Factor (SAF)			1.000	1.000				
Final Capacity Adjustment Factor (C	AF)		1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			5820	1704				
Peak Hour Factor (PHF)			0.95	0.95				
Total Trucks, %			2.00	2.00				
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-				
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980				
Flow Rate (vi),pc/h			6251	1830				
Capacity (c), pc/h			9600	2000				
Volume-to-Capacity Ratio (v/c)			0.84	0.92				
Speed and Density								
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on Freewa	ay (No)	2			
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (Ms)		0.521			
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1876			
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Speed (S	R), mi/h	55.4			
Prop. Freeway Vehicles in Lane 1 an	d 2 (РFM)	0.000	Outer Lanes Freeway Speed (SO), r	mi/h	65.0			
Flow in Lanes 1 and 2 (v12), pc/h		2500	Ramp Junction Speed (S), mi/h		59.5			
Flow Entering Ramp-Infl. Area (vR12	), pc/h	4330	Average Density (D), pc/mi/ln		34.0			
Level of Service (LOS)		D	Density in Ramp Influence Area (D	R), pc/mi/ln	29.9			

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 NB On-	-Ramp from PCH	Time Period Analyzed	PM Peak H	our	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	_ength (LA),	.ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			4998	822		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	⊣V)		0.980	0.980		
Flow Rate (vi),pc/h			5368	883		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.65	0.44		
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (No)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.365	
Downstream Equilibrium Distance (	Leq), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1611	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	59.8	
Prop. Freeway Vehicles in Lane 1 an	d 2 (Pfm)	0.107	Outer Lanes Freeway Speed	(SO), mi/h	66.0	
Flow in Lanes 1 and 2 (v12), pc/h		2147	Ramp Junction Speed (S), mi	i/h	62.8	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	3030	Average Density (D), pc/mi/l	n	24.9	
Level of Service (LOS)		С	Density in Ramp Influence A	rea (DR), pc/mi/ln	25.5	

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Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P		
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	PM Peak H	lour		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data							
			Freeway	Ramp			
Number of Lanes (N), In			5	2			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familia			
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SA	-)		1.000	1.000			
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000			
Demand and Capacity							
Demand Volume (Vi)			7664	2666			
Peak Hour Factor (PHF)			0.95	0.95	0.95		
Total Trucks, %			2.00	2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-		
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			8232	2864			
Capacity (c), pc/h			12000	4000			
Volume-to-Capacity Ratio (v/c)			0.69	0.72			
Speed and Density							
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	reeway (NO)	2		
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (DS)		0.686		
Downstream Equilibrium Distance (	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	/ln	1377		
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	50.8		
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	0.260	Outer Lanes Freeway Speed	(SO), mi/h	75.3		
Flow in Lanes 1 and 2 (v12), pc/h		3832	Ramp Junction Speed (S), mi	/h	58.8		
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/li	n	28.0		
Level of Service (LOS)		С	Density in Ramp Influence A	rea (DR), pc/mi/ln	23.7		

Project Information								
Analyst	ML		Date	4/22/2021				
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P			
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	PM Peak H	our			
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United Sta	tes Customary			
Geometric Data								
			Freeway	Ramp				
Number of Lanes (N), In			4	2				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors								
Driver Population			All Familiar	All Familiar				
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-				
Final Speed Adjustment Factor (SAF	-)		1.000	1.000				
Final Capacity Adjustment Factor (CAF)			1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity				_				
Demand Volume (Vi)			9427	1838				
Peak Hour Factor (PHF)			0.95	0.95				
Total Trucks, %			2.00	2.00				
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-	-			
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980				
Flow Rate (vi),pc/h			10126	1974				
Capacity (c), pc/h			9600	4000				
Volume-to-Capacity Ratio (v/c)			1.05	0.49				
Speed and Density								
Upstream Equilibrium Distance (LEC	)), ft	0.0	Number of Outer Lanes on Freewa	y (NO)	2			
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (DS)		-			
Downstream Equilibrium Distance (	LEQ), ft	0.0	Flow Outer Lanes (vOA), pc/h/ln		2700			
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Speed (S	R), mi/h	53.0			
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), n	ni/h	-			
Flow in Lanes 1 and 2 (v12), pc/h		4726	Ramp Junction Speed (S), mi/h		-			
Flow Entering Ramp-Infl. Area (vR12	), pc/h	4726	Average Density (D), pc/mi/ln		-			
Level of Service (LOS)		F G-	Density in Ramp Influence Area (D 89	R), pc/mi/ln	31.4			

Project Information								
Analyst	ML		Date	4/22/2021				
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P			
Jurisdiction	I-5 SB On- Capistrano	Ramp from Camino	Time Period Analyzed	PM Peak H	lour			
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary			
Geometric Data			• •					
			Freeway	Ramp				
Number of Lanes (N), In			4	1				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Acceleration L	_ength (LA),	ft	1500	750				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors								
Driver Population			All Familiar	All Familiar				
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-	-			
Final Speed Adjustment Factor (SAF	;)		1.000	1.000				
Final Capacity Adjustment Factor (C	AF)		1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			7589 642					
Peak Hour Factor (PHF)			0.95	0.95				
Total Trucks, %			2.00	2.00				
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-				
Heavy Vehicle Adjustment Factor (fi	⊣∨)		0.980	0.980				
Flow Rate (vi),pc/h			8151	690				
Capacity (c), pc/h			9600	2000				
Volume-to-Capacity Ratio (v/c)			0.92	0.35				
Speed and Density								
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on Freewa	iy (No)	2			
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.471			
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2446			
Distance to Downstream Ramp (LDOWN), ft -		-	On-Ramp Influence Area Speed (S	R), mi/h	56.8			
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.132		0.132	Outer Lanes Freeway Speed (SO), r	ni/h	62.6			
Flow in Lanes 1 and 2 (v12), pc/h		3260	Ramp Junction Speed (S), mi/h		59.9			
Flow Entering Ramp-Infl. Area (vR12	), pc/h	3950	Average Density (D), pc/mi/ln		36.9			
Level of Service (LOS)		D	Density in Ramp Influence Area (D	R), pc/mi/ln	31.3			

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Project Information							
Analyst	ML		Date	4/22/2021			
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P		
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	PM Peak H	lour		
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary		
Geometric Data							
			Freeway	Ramp			
Number of Lanes (N), In			4	1			
Free-Flow Speed (FFS), mi/h			70.0	35.0			
Segment Length (L) / Deceleration L	Length (LA)	,ft	1500	105			
Terrain Type			Level	Level			
Percent Grade, %			-	-			
Segment Type / Ramp Side			Freeway	Right			
Adjustment Factors							
Driver Population			All Familiar	All Familia	r		
Weather Type			Non-Severe Weather	Non-Sever	e Weather		
Incident Type			No Incident	-			
Final Speed Adjustment Factor (SAF)			1.000	1.000			
Final Capacity Adjustment Factor (CAF)			1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000 1.000			
Demand and Capacity							
Demand Volume (Vi)			8231	1847			
Peak Hour Factor (PHF)			0.95	0.95	0.95		
Total Trucks, %			2.00	2.00	2.00		
Single-Unit Trucks (SUT), %			-	-	-		
Tractor-Trailers (TT), %			-	-			
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980			
Flow Rate (vi),pc/h			8841	1984			
Capacity (c), pc/h			9600	2000			
Volume-to-Capacity Ratio (v/c)			0.92	0.99			
Speed and Density					1		
Upstream Equilibrium Distance (LEQ	)), ft	-	Number of Outer Lanes on I	Freeway (NO)	2		
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.607		
Downstream Equilibrium Distance (I	LEQ), ft	-	Flow Outer Lanes (vOA), pc/ł	h/ln	1934		
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Sp	eed (SR), mi/h	53.0		
Prop. Freeway Vehicles in Lane 1 an	d 2 (Pfd)	0.436	Outer Lanes Freeway Speed	(SO), mi/h	73.1		
Flow in Lanes 1 and 2 (v12), pc/h		4974	Ramp Junction Speed (S), m	ii/h	60.2		
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	-	Average Density (D), pc/mi/	ln	36.7		
Level of Service (LOS)		E	Density in Ramp Influence A	Area (DR), pc/mi/ln	46.1		

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	PM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	_ength (LA),	ft	1500	840		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF	·)		1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6384	123		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	<b>⊣∨)</b>		0.980	0.980		
Flow Rate (vi),pc/h			6857	132		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.73	0.07		
Speed and Density		-	-			
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on Free	eway (NO)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.331	
Downstream Equilibrium Distance (	Leq), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1	2057	
Distance to Downstream Ramp (LDOWN), ft -		On-Ramp Influence Area Speed	l (SR), mi/h	60.7		
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.201	Outer Lanes Freeway Speed (Sc	), mi/h	64.4	
Flow in Lanes 1 and 2 (v12), pc/h		2743	Ramp Junction Speed (S), mi/h		62.8	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	2875	Average Density (D), pc/mi/ln		27.8	
Level of Service (LOS)		С	Density in Ramp Influence Area	(DR), pc/mi/ln	22.6	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	PM Peak H	lour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	_ength (LA),	ft	1500	690		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000 1.000		
Demand and Capacity						
Demand Volume (Vi)			6507	1686		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	<b>⊣∨)</b>		0.980	0.980		
Flow Rate (vi),pc/h			6989	1811		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.92	0.91		
Speed and Density						
Upstream Equilibrium Distance (LEQ	)), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.663	
Downstream Equilibrium Distance (	Leq), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	2097	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	51.4	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFM)	0.000	Outer Lanes Freeway Speed	(SO), mi/h	64.3	
Flow in Lanes 1 and 2 (v12), pc/h		2796	Ramp Junction Speed (S), mi	i/h	56.8	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	4607	Average Density (D), pc/mi/l	n	38.7	
Level of Service (LOS)		E	Density in Ramp Influence A	rea (DR), pc/mi/ln	36.3	

Project Information								
Analyst	ML		Date	4/22/2021				
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P			
Jurisdiction	I-5 NB On- Dr	Ramp from Stonehill	Time Period Analyzed	Saturday N	1D Peak Hour			
Project Description	4244 Dohe District Ov	ny Village Zoning erlay	Unit	United Sta	tes Customary			
Geometric Data			1					
			Freeway	Ramp				
Number of Lanes (N), In			4	1				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Acceleration	Length (LA),	ft	1500	1375				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors			-	<u>.</u>				
Driver Population			All Familiar	All Familiar				
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-	-			
Final Speed Adjustment Factor (SA	-)		1.000	1.000				
Final Capacity Adjustment Factor (CAF)			1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			6940 1450					
Peak Hour Factor (PHF)			0.95	0.95				
Total Trucks, %			2.00	2.00				
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-				
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980				
Flow Rate (vi),pc/h			7454	1557				
Capacity (c), pc/h			9600	2000				
Volume-to-Capacity Ratio (v/c)			0.94	0.78				
Speed and Density			-					
Upstream Equilibrium Distance (Leo	2), ft	-	Number of Outer Lanes on Freewa	iy (No)	2			
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (MS)		0.590			
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2236			
Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area Speed (S	R), mi/h	53.5			
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFM)	0.023	Outer Lanes Freeway Speed (SO), r	ni/h	63.8			
Flow in Lanes 1 and 2 (v12), pc/h		2982	Ramp Junction Speed (S), mi/h		58.2			
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	4539	Average Density (D), pc/mi/ln		38.7			
Level of Service (LOS)		D G-	Density in Ramp Influence Area (D 94	R), pc/mi/ln	31.6			

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 NB On-	Ramp from PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	520		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			5998	942		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	<b>I</b> ∨)		0.980	0.980		
Flow Rate (vi),pc/h			6443	1012		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.78	0.51		
Speed and Density		-				
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.426	
Downstream Equilibrium Distance (l	_EQ), ft	-	Flow Outer Lanes (vOA), pc/h	ı/ln	1933	
Distance to Downstream Ramp (LDC	WN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	58.1	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFM)	0.091	Outer Lanes Freeway Speed	(SO), mi/h	64.8	
Flow in Lanes 1 and 2 (v12), pc/h		2577	Ramp Junction Speed (S), mi	/h	61.4	
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	3589	Average Density (D), pc/mi/l	n	30.4	
Level of Service (LOS)		D	Density in Ramp Influence A	rea (DR), pc/mi/ln	29.8	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 NB Off	-Ramp to PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning rerlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			5	2		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	1500		
Terrain Type			Level	Level		
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right		
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Sever	e Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			9602	3604		
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fi	HV)		0.980	0.980		
Flow Rate (vi),pc/h			10314	3871		
Capacity (c), pc/h			12000	4000		
Volume-to-Capacity Ratio (v/c)			0.86	0.97		
Speed and Density		_				
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.776	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h	/ln	1621	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Spe	eed (SR), mi/h	48.3	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	0.260	Outer Lanes Freeway Speed	(SO), mi/h	74.4	
Flow in Lanes 1 and 2 (v12), pc/h		5010	Ramp Junction Speed (S), mi	/h	56.0	
Flow Entering Ramp-Infl. Area (vR12	.), pc/h	-	Average Density (D), pc/mi/li	n	36.8	
Level of Service (LOS) D Density in Ramp Influence		rea (DR), pc/mi/ln	33.8			

Project Information								
Analyst	ML		Date	4/22/2021				
Agency	LLG Engine	ers	Analysis Year	Year 2045	+ P			
Jurisdiction	I-5 SB Off- Capistrano	Ramp to Camino	Time Period Analyzed	Saturday N	1D Peak Hour			
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United Sta	tes Customary			
Geometric Data			•	•				
			Freeway	Ramp				
Number of Lanes (N), In			4	2				
Free-Flow Speed (FFS), mi/h			70.0	35.0				
Segment Length (L) / Deceleration	Length (LA),	ft	1500	1500				
Terrain Type			Level	Level				
Percent Grade, %			-	-				
Segment Type / Ramp Side			Freeway	Right				
Adjustment Factors			^					
Driver Population			All Familiar	All Familiar	-			
Weather Type			Non-Severe Weather	Non-Sever	e Weather			
Incident Type			No Incident	-				
Final Speed Adjustment Factor (SA	-)		1.000	1.000				
Final Capacity Adjustment Factor (CAF)			1.000	1.000				
Demand Adjustment Factor (DAF)			1.000	1.000				
Demand and Capacity								
Demand Volume (Vi)			8518	1660				
Peak Hour Factor (PHF)			0.95	0.95				
Total Trucks, %			2.00	2.00				
Single-Unit Trucks (SUT), %			-	-				
Tractor-Trailers (TT), %			-	-				
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980				
Flow Rate (vi),pc/h			9149	1783				
Capacity (c), pc/h			9600	4000				
Volume-to-Capacity Ratio (v/c)			0.95	0.45				
Speed and Density								
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Freewa	iy (No)	2			
Distance to Upstream Ramp (LUP), t	τ .	-	Speed Index (DS)		0.588			
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2700			
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (S	R), mi/h	53.5			
Prop. Freeway Vehicles in Lane 1 ar	d 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), r	ni/h	70.2			
Flow in Lanes 1 and 2 (v12), pc/h		3749	Ramp Junction Speed (S), mi/h		62.2			
Flow Entering Ramp-Infl. Area (vR12	?), pc/h	-	Average Density (D), pc/mi/ln		36.8			
Level of Service (LOS)		c G	Density in Ramp Influence Area (D 97	R), pc/mi/ln	23.0			

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	ers	Analysis Year	Year 2045 + P		
Jurisdiction	I-5 SB On-l Capistrano	Ramp from Camino	Time Period Analyzed	Saturday MD Peak Hour		
Project Description	4244 Dohe District Ove	ny Village Zoning erlay	Unit	United States Customary		
Geometric Data			•	•		
			Freeway	Ramp		
Number of Lanes (N), In			4	1		
Free-Flow Speed (FFS), mi/h			70.0	35.0		
Segment Length (L) / Acceleration	Length (LA),	ft	1500	750		
Terrain Type			Level	Level		
Percent Grade, %			-	-	-	
Segment Type / Ramp Side			Freeway	Right	Right	
Adjustment Factors						
Driver Population			All Familiar	All Familiar		
Weather Type			Non-Severe Weather	Non-Severe Weather		
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)			1.000	1.000		
Final Capacity Adjustment Factor (CAF)			1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			6858	514		
Peak Hour Factor (PHF)			0.95	0.95		
Total Trucks, %			2.00	2.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.980	0.980		
Flow Rate (vi),pc/h			7366	552		
Capacity (c), pc/h			9600	2000		
Volume-to-Capacity Ratio (v/c)			0.82	0.28		
Speed and Density			-			
Upstream Equilibrium Distance (LEC	2), ft	-	Number of Outer Lanes on Freewa	ay (No)	2	
Distance to Upstream Ramp (LUP), 1	τ .	-	Speed Index (MS)		0.397	
Downstream Equilibrium Distance (	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		2210	
Distance to Downstream Ramp (LD	Downstream Ramp (LDOWN), ft -		On-Ramp Influence Area Speed (SR), mi/h		58.9	
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.149		Outer Lanes Freeway Speed (SO), mi/h		63.8		
Flow in Lanes 1 and 2 (v12), pc/h 2946		Ramp Junction Speed (S), mi/h		61.5		
Flow Entering Ramp-Infl. Area (vR12), pc/h 3498		3498	Average Density (D), pc/mi/ln		32.2	
Level of Service (LOS)		C	Density in Ramp Influence Area (DR), pc/mi/ln 27.9		27.9	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB Off-	Ramp to PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1	1	
Free-Flow Speed (FFS), mi/h			70.0	35.0	35.0	
Segment Length (L) / Deceleration Length (LA),ft			1500	105	105	
Terrain Type			Level	Level	Level	
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right	Right	
Adjustment Factors						
Driver Population			All Familiar	All Familiar	All Familiar	
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000	1.000	
Final Capacity Adjustment Factor (CAF)			1.000	1.000	1.000	
Demand Adjustment Factor (DAF)	Demand Adjustment Factor (DAF)			1.000	1.000	
Demand and Capacity						
Demand Volume (Vi)			7372	1522	1522	
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (fHV)			0.980	0.980	0.980	
Flow Rate (vi),pc/h			7918	1635	1635	
Capacity (c), pc/h			9600	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.82	0.82	0.82	
Speed and Density						
Upstream Equilibrium Distance (LEC	)), ft	-	Number of Outer Lanes on F	reeway (No)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (DS)		0.575	
Downstream Equilibrium Distance (	Leq), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1772	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Sp	eed (SR), mi/h	53.9	
Prop. Freeway Vehicles in Lane 1 an	Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 0.436		Outer Lanes Freeway Speed (SO), mi/h		73.8	
Flow in Lanes 1 and 2 (v12), pc/h		4374	Ramp Junction Speed (S), m	Ramp Junction Speed (S), mi/h		
Flow Entering Ramp-Infl. Area (vR12	), pc/h	-	Average Density (D), pc/mi/l	In	32.3	
Level of Service (LOS)		E	Density in Ramp Influence A	vrea (DR), pc/mi/ln	40.9	

			- ·			
Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB On-	Ramp Loop from PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	United States Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1	1	
Free-Flow Speed (FFS), mi/h			70.0	35.0	35.0	
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	840	840	
Terrain Type			Level	Level	Level	
Percent Grade, %			-	-		
Segment Type / Ramp Side			Freeway	Right	Right	
Adjustment Factors						
Driver Population			All Familiar	All Familiar	All Familiar	
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000	1.000	
Final Capacity Adjustment Factor (CAF)			1.000	1.000	1.000	
Demand Adjustment Factor (DAF)			1.000	1.000	1.000	
Demand and Capacity						
Demand Volume (Vi)			5850	150	150	
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (fHV)			0.980	0.980	).980	
Flow Rate (vi),pc/h			6284	161		
Capacity (c), pc/h			9600	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.67	0.08	0.08	
Speed and Density			1			
Upstream Equilibrium Distance (LEQ	)), ft	-	Number of Outer Lanes on Fre	eway (No)	2	
Distance to Upstream Ramp (LUP), f	ť	-	Speed Index (MS)		0.319	
Downstream Equilibrium Distance (	Leq), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1885	
Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Speed	d (SR), mi/h	61.1	
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.198		Outer Lanes Freeway Speed (SO), mi/h		65.0		
Flow in Lanes 1 and 2 (v12), pc/h		2514	Ramp Junction Speed (S), mi/h	1	63.3	
Flow Entering Ramp-Infl. Area (vR12	), pc/h	2675	Average Density (D), pc/mi/ln		25.5	
Level of Service (LOS)		С	Density in Ramp Influence Area	a (DR), pc/mi/ln	21.1	

Project Information						
Analyst	ML		Date	4/22/2021		
Agency	LLG Engine	eers	Analysis Year	Year 2045	+ P	
Jurisdiction	I-5 SB On-	Ramp from PCH	Time Period Analyzed	Saturday N	1D Peak Hour	
Project Description	4244 Dohe District Ov	eny Village Zoning erlay	Unit	United Sta	tes Customary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			4	1	1	
Free-Flow Speed (FFS), mi/h			70.0	35.0	35.0	
Segment Length (L) / Acceleration L	ength (LA),	ft	1500	690	690	
Terrain Type			Level	Level	Level	
Percent Grade, %			-	-	-	
Segment Type / Ramp Side			Freeway	Right	Right	
Adjustment Factors						
Driver Population			All Familiar	All Familiar	All Familiar	
Weather Type			Non-Severe Weather	Non-Sever	Non-Severe Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SAF)			1.000	1.000	1.000	
Final Capacity Adjustment Factor (CAF)			1.000	1.000	1.000	
Demand Adjustment Factor (DAF)			1.000	1.000	1.000	
Demand and Capacity						
Demand Volume (Vi)			6000	1504	1504	
Peak Hour Factor (PHF)			0.95	0.95	0.95	
Total Trucks, %			2.00	2.00	2.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	IV)		0.980	0.980	0.980	
Flow Rate (vi),pc/h			6445	1615	1615	
Capacity (c), pc/h			9600	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.84	0.81	0.81	
Speed and Density						
Upstream Equilibrium Distance (LEQ	), ft	-	Number of Outer Lanes on F	reeway (NO)	2	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (MS)		0.531	
Downstream Equilibrium Distance (L	_EQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		1934	
Distance to Downstream Ramp (LDC	WN), ft	-	On-Ramp Influence Area Spe	eed (SR), mi/h	55.1	
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 0.016		Outer Lanes Freeway Speed (SO), mi/h		64.8		
Flow in Lanes 1 and 2 (v12), pc/h	Flow in Lanes 1 and 2 (v12), pc/h 2578		Ramp Junction Speed (S), mi	Ramp Junction Speed (S), mi/h		
Flow Entering Ramp-Infl. Area (vR12)	), pc/h	4193	Average Density (D), pc/mi/li	n	33.9	
Level of Service (LOS)		D	Density in Ramp Influence A	rea (DR), pc/mi/ln	33.2	