APPENDIX N

2025 TRAFFIC IMPACT ANALYSIS

This page intentionally left blank

TRAFFIC IMPACT ANALYSIS

DANA POINT HARBOR HOTELS

DANA POINT, CALIFORNIA

LSA

March 2025

TRAFFIC IMPACT ANALYSIS

DANA POINT HARBOR HOTELS

DANA POINT, CALIFORNIA

Submitted to:

City of Dana Point
Planning Division
33282 Golden Lantern, Suite 209
Dana Point, California 92629

Prepared by:

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

Project No. 20241680

March 2025

TABLE OF CONTENTS

TABLE OF CONTENTS i
FIGURES AND TABLES ii
LIST OF ABBREVIATIONS AND ACRONYMS iii
INTRODUCTION 1
Proposed Project 1
Study Area 3
ANALYSIS METHODOLOGY 5
Applicable Objectives 5
Intersection Level of Service Methodology 5
Threshold of Significance 6
Congestion Management Program 6
California Environmental Quality Act 7
City of San Juan Capistrano Guidelines 8
ANALYSIS OF BASELINE TRAFFIC CONDITIONS 9
Existing Baseline Condition 9
Existing Circulation System 9
Pedestrian Circulation 11
Bicycle Circulation 11
Transit Facilities 11
Existing Traffic Volumes and LOS Analysis 11
Opening Year (2028) Condition 14
PROJECT IMPACTS 23
Trip Generation 23
Trip Distribution and Assignment 23
Existing Plus Project Condition 27
Opening Year (2028) Plus Project Condition 27
Congestion Management Program Analysis 32
Caltrans Analysis 33
Vehicle Miles Traveled 33
County Guidelines VMT Analysis 35
Additional VMT Analysis 36
Access and On-Site Circulation Analysis 38
U-Turns at Island Way 38
Casitas Place/Dana Point Harbor Drive 38
Valet Parking 40
Delivery Access 40
Construction Analysis 42
CONCLUSIONS 43
REFERENCES 45

FIGURES AND TABLES

FIGURES

Figure 1: Preliminary Conceptual Site Plan 2
Figure 2: Project Location and Study Area Intersections 4
Figure 3: Existing Intersection Geometrics 10
Figure 4a: Existing (2024) Weekday Traffic Volumes 12
Figure 4b: Existing (2024) Saturday Peak-Hour Traffic Volumes 13
Figure 5: Cumulative Project Locations 15
Figure 6a: Cumulative Project Weekday Traffic Volumes 19
Figure 6b: Cumulative Project Saturday Traffic Volumes 20
Figure 7a: Opening Year (2028) Weekday Traffic Volumes 21
Figure 7b: Opening Year (2028) Saturday Traffic Volumes 22
Figure 8a: Weekday Peak-Hour Project Trip Distribution and Assignment 25
Figure 8b: Saturday Peak-Hour Project Trip Distribution and Assignment 26
Figure 9a: Existing Plus Project Weekday Traffic Volumes 28
Figure 9b: Existing Plus Project Saturday Traffic Volumes 29
Figure 10a: Opening Year (2028) Plus Project Weekday Traffic Volumes 30
Figure 10b: Opening Year (2028) Plus Project Saturday Traffic Volumes 31
Figure 11: Truck Access Plan 41

TABLES

Table A: Study Area 7
Table B: Existing Intersection LOS Summary 14
Table C: Cumulative Project Trip Generation 17
Table D: Opening Year (2028) No Project Intersection LOS Summary 18
Table E: Harbor Hotels Trip Generation 24
Table F: Existing Plus Project Intersection LOS Summary 27
Table G: Opening Year (2028) Plus Project Intersection LOS Summary 32
Table H: CMP Intersection LOS Summary 33
Table I: Caltrans Intersection LOS Summary 34
Table J: Project VMT Calculations 36
Table K: Additional VMT Per Service Population Calculation 37
Table L: Island Way/Dana Point Harbor Drive Queueing Summary 38
Table M: Casitas Place/Dana Point Harbor Drive LOS and Queueing Summary 39

APPENDICES

A: Existing Traffic Volumes
B: Existing Condition LOS Worksheets
C: Opening Year (2028) LOS Worksheets
D: Existing Plus Project LOS Worksheets
E: Opening Year (2028) Plus Project LOS Worksheets
F: Queueing Worksheets

LIST OF ABBREVIATIONS AND ACRONYMS

ADT	average daily traffic
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Dana Point
CMP	Congestion Management Program
County Guidelines	*Guidelines for Evaluating Vehicle Miles Traveled under CEQA for the County of Orange*
CUSD	Capistrano Unified School District
DU	dwelling unit
EIR	Environmental Impact Report
EMP	employee
ft	foot/feet
HCM	*Highway Capacity Manual*
I-5	Interstate 5
ICU	Intersection Capacity Utilization
Implementation Manual	*2020 Updated Transportation Implementation Manual*
ITE	Institute of Transportation Engineers
LOS	level of service
MBI	Michael Baker International
MPAH	Master Plan of Arterial Highways
mph	miles per hour
NB	northbound
OCTA	Orange County Transportation Authority
OPR	Office of Planning and Research
PCH	Pacific Coast Highway, also State Route 1 (SR-1)
PMP	*Dana Point Harbor Revitalization PA-3 Shared Parking Assessment and Parking Management Plan*
Project	Dana Point Harbor Hotels Project
SB	southbound

SR-1	State Route 1, also Pacific Coast Highway (PCH)
TAZ	Traffic Analysis Zone
Technical Advisory	*Technical Advisory for Evaluating Transportation Impacts under CEQA*
TIA	Traffic Impact Analysis
TRB	Transportation Research Board
TSF	thousand square feet
v/c	volume-to-capacity
VMT	vehicle miles traveled
WBL	westbound lane

TRAFFIC IMPACT ANALYSIS
DANA POINT HARBOR HOTELS

INTRODUCTION

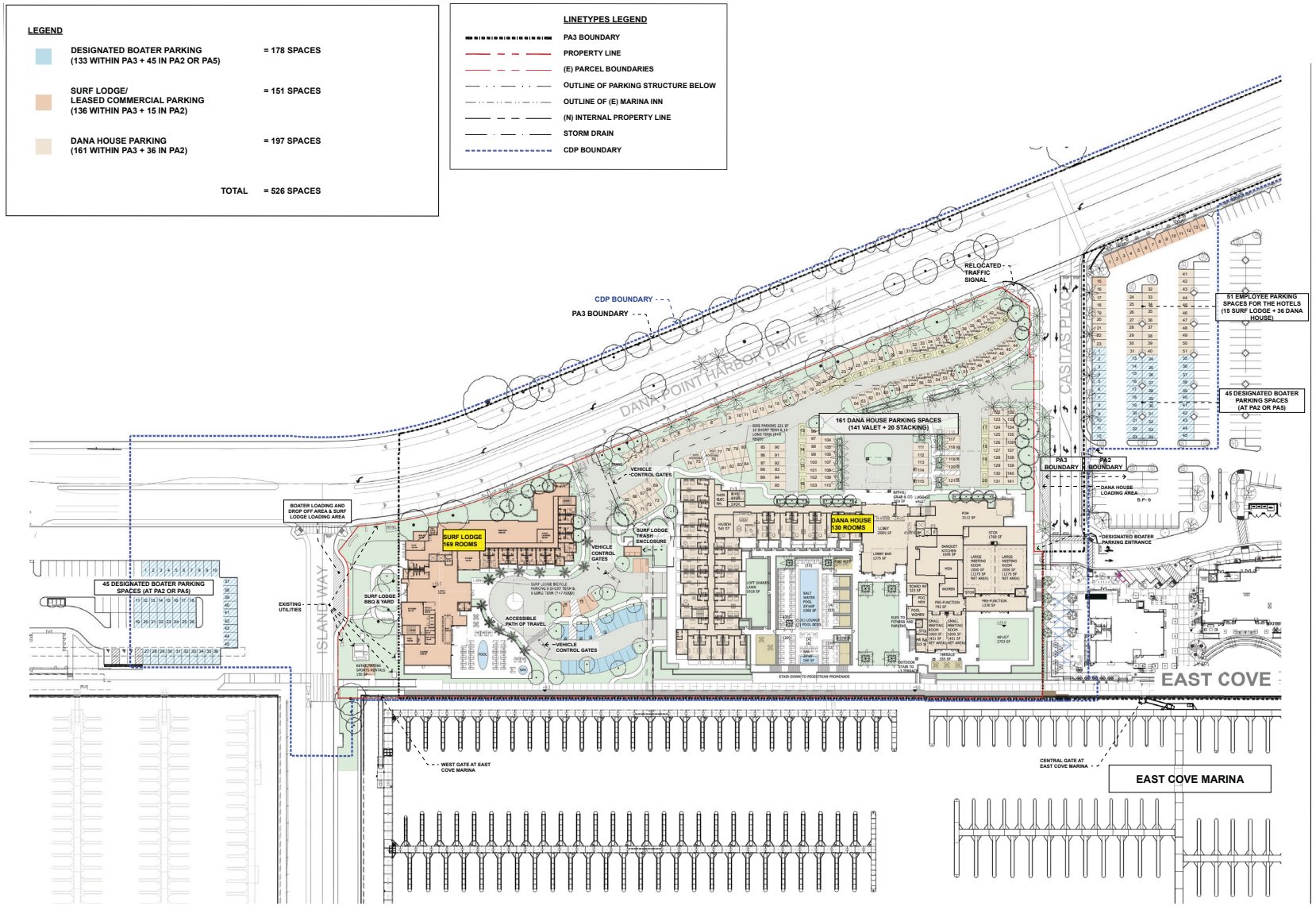
PROPOSED PROJECT

The purpose of this Traffic Impact Analysis (TIA) is to identify the potential traffic and circulation impacts associated with the proposed Dana Point Harbor Hotels Project (Project) located at 24800 Dana Point Harbor Drive, near the intersection of Island Way and Dana Point Harbor Drive in Dana Point, California. The proposed Project involves the demolition of the existing 136-room Dana Point Marina Inn, two boater service buildings, and parking areas on the Project site and includes the development of two hotels, one of which would include space for boater services, associated ancillary uses, and replacement of parking areas, including designated boater and hotel parking. One of the two hotels, Dana House Hotel, would be designed as a boutique hotel including 130 market-rate rooms and associated amenities. The second hotel, Dana Point Surf Lodge, would be an affordable hotel that includes 169 rooms and associated amenities.

The Project site is primarily located within Planning Area 3 of the Dana Point Harbor Revitalization Plan area south of Dana Point Harbor Drive at Casitas Place. Access to the site is provided via a full-access intersection at Casitas Place/Dana Point Harbor Drive and a right-in/right-out driveway on Dana Point Harbor Drive west of Casitas Place. In the existing condition, the right-in/right-out driveway is located approximately 150 feet (ft) west of Casitas Place. The Project would relocate this driveway approximately 560 ft west of Casitas Place and 260 ft east of Island Way. It is possible today and will continue to be possible after the Project to access the Project site from Golden Lantern by traversing the Dana Point Harbor Commercial Core. The proposed Project is adding a pedestrian promenade between the proposed hotels and the Dana Point Harbor Commercial Core to support nonvehicle trips. Figure 1 illustrates the Project site plan.

While pavement connects the surface parking areas for both hotels, a vehicle control gate located near the right-in/right-out driveway would only be used for emergency access and maintenance activity. The vehicle control gate would limit the ability of passenger vehicles to traverse the site. Employees and patrons of Dana Point Surf Lodge would use the right-in/right-out driveway to access Dana Point Surf Lodge. Employees and patrons of Dana House Hotel would use a right-in/right-out driveway on Casitas Place to access parking for Dana House Hotel.

According to the *Dana Point Harbor Revitalization PA-3 Shared Parking Assessment and Parking Management Plan* (PMP) (Michael Baker International [MBI] 2025), Dana House Hotel would provide only valet parking, while Dana Point Surf Lodge would provide self-parking. In addition to hotel parking, the Project includes 178 self-park designated boater parking spaces for the boat slips in the East Cove Marina, which includes 133 gate-controlled parking spaces on site and a total of 45 designated boater spaces either within the adjacent Planning Area (PA) 2 Commercial Core parking lot or in the adjacent PA 5. All on-site designated boater parking spaces can be accessed from the



LSA

FIGURE 1

0 60 120
FEET

SOURCE: WATG

I:\2024\20241680\G\Site_Plan.ai (3/6/2025)

Dana Point Harbor Hotels

Preliminary Conceptual Site Plan

Dana Point Surf Lodge right-in/right-out driveway or from an all-way stop controlled intersection at Casitas Place and the Commercial Core frontage road. Any off-site designated boater parking space will be accessed from the Commercial Core frontage road or Harbor Way ingress points for PA 2, or from the two access driveways along Dana Point Harbor Drive into the designated boater parking lot in PA 5.

This TIA addresses the following topics:

1. The proposed Project's effect on vehicle circulation on Dana Point streets
2. The proposed Project's effect on transportation according to the current *State CEQA Guidelines*
3. Site access

The circulation analysis examines the following four scenarios:

1. Existing Conditions (2024)
2. Existing Plus Project Conditions
3. Project Opening Year Conditions (2028)
4. Project Opening Year Plus Project Conditions

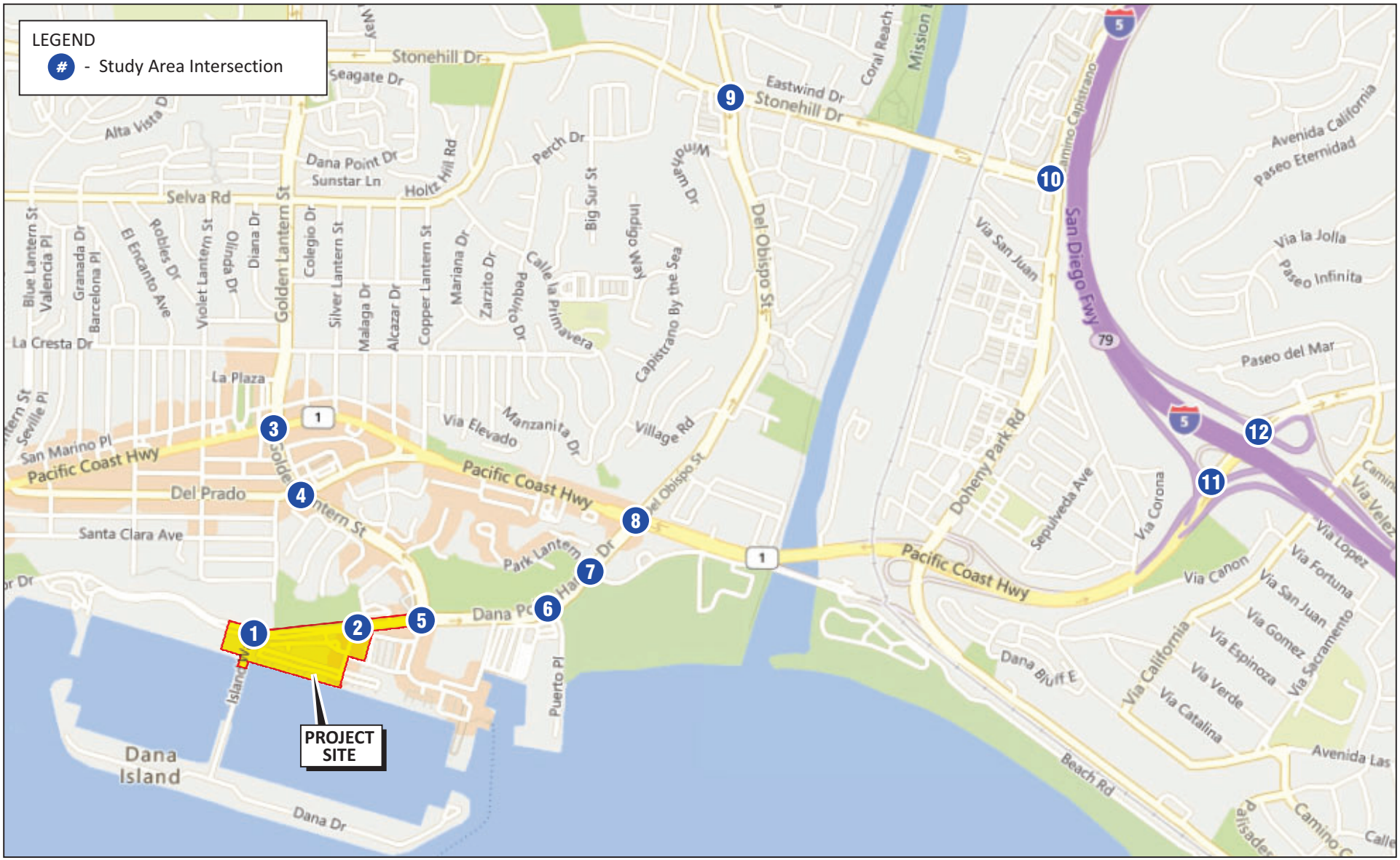
Based on discussions with the City of Dana Point (City) staff, the following analysis periods have been evaluated:

- Weekday a.m. peak hour
- Weekday p.m. peak hour
- Weekend (Saturday) peak hour

STUDY AREA

Based on review of the City's traffic study guidance, consideration of the likely distribution of Project trips, and discussions with the City and its peer review consultant, 12 intersections were selected for inclusion in this study. Figure 2 shows the Project location and the following study intersections:

1. Island Way/Dana Point Harbor Drive
2. Casitas Place/Dana Point Harbor Drive
3. Golden Lantern/Pacific Coast Highway (PCH)
4. Golden Lantern/Del Prado Avenue
5. Golden Lantern/Dana Point Harbor Drive
6. Puerto Place/Dana Point Harbor Drive
7. Dana Point Harbor Drive/Park Lantern
8. Del Obispo Street-Dana Point Harbor Drive/PCH
9. Del Obispo Street/Stonehill Drive
10. Camino Capistrano/Stonehill Drive
11. Interstate 5 (I-5) southbound (SB) Ramps/Camino Las Ramblas
12. I-5 northbound (NB) Ramps/Camino Las Ramblas



LSA

FIGURE 2

N

0 600 1200
FEET

SOURCE: Bing Maps

I:\2024\20241680\G\Traffic\Location_Ints.cdr (3/7/2025)

Dana Point Harbor Hotels

Project Location and
Study Area Intersections

ANALYSIS METHODOLOGY

APPLICABLE OBJECTIVES

This TIA is prepared consistent with the objectives and requirements of the City's General Plan Circulation Element (City of Dana Point 1995), the Orange County Congestion Management Program (CMP) (Orange County Transportation Authority [OCTA] 2024), and applicable provisions of the California Environmental Quality Act (CEQA), including disclosure of vehicle level of service (LOS) impacts in both existing and cumulative horizon years and the proposed Project's potential effect on vehicle miles traveled (VMT).

Intersection Level of Service Methodology

Traffix (Version 8.0 R1) computer software was utilized to determine the study intersection LOS based on the intersection capacity utilization (ICU) methodology for signalized intersections. Consistent with the City's requirements, the ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. Typical intersection operations by LOS grade are described below.

Level of Service	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream.

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

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

ICU = intersection capacity utilization

The *Highway Capacity Manual* (HCM) (Transportation Research Board [TRB] 2017) methodology was used to determine intersection LOS at unsignalized study intersections. For the HCM methodology, the LOS is presented in terms of total intersection delay (in seconds per vehicle). The relationship between LOS and the delay at unsignalized intersections is as follows:

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

Threshold of Significance

According to the *City of Dana Point General Plan Circulation Element* (City of Dana Point 1995), LOS C is the minimum acceptable condition that should be maintained during the peak commute hours for primary arterials, secondary arterials, and local streets. LOS D is the minimum acceptable condition that should be maintained during the peak commute hours for major arterials and State highways. LOS E is the minimum acceptable condition that should be maintained during the peak commute hours for CMP designated roadways. Table A lists the study intersections, the roadway classification of each intersection on the Master Plan Circulation System, and its associated LOS target according to Table C-3 of the City's General Plan Circulation Element.

Congestion Management Program

OCTA is the designated Congestion Management Agency responsible for preparing the Orange County CMP in compliance with Proposition 111 passed in June 1990. The 2023 Orange County CMP states that a TIA is required for CMP purposes for development projects generating 2,400 or more daily trips or for projects generating 1,600 or more daily trips and taking direct access to the CMP Highway System. The 2023 Orange County CMP stipulates the requirements for maintaining LOS E at CMP intersections or that the project will not result in a cumulative increase of more than 0.10 in the v/c ratio if the established LOS standard is worse than LOS E.

Table A: Study Area

Intersection	Classification	LOS Target
1. Island Way/Dana Point Harbor Dr.	Primary	C
2. Casitas Place/Dana Point Harbor Dr.	Primary	C
3. Golden Lantern/PCH	CMP	E
4. Golden Lantern/Del Prado Ave.	CMP	E
5. Golden Lantern/Dana Point Harbor Dr.	Primary	C
6. Puerto Place/Dana Point Harbor Dr.	Primary	C
7. Dana Point Harbor Dr./Park Lantern	Primary	C
8. Del Obispo St.-Dana Point Harbor Dr./PCH	Primary	C
9. Del Obispo St./Stonehill Dr.	Primary	C
10. Camino Capistrano/Stonehill Dr.	Major	D
11. I-5 SB Ramps/Camino Las Ramblas	Freeway	D
12. I-5 NB Ramps/Camino Las Ramblas	Freeway	D

Source: LSA (2025).
CMP = Congestion Management Program
I-5 = Interstate 5
LOS = level of service
NB = northbound
PCH = Pacific Coast Highway
SB = southbound

As Table A shows, within the study area two intersections are included in the CMP Highway System:

- Golden Lantern/PCH
- Golden Lantern/Del Prado Avenue

California Environmental Quality Act

Section 21099(b)(2) of the California Public Resources Code states the following:

> Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.

This certification occurred in January 2019, and vehicle delay and LOS analysis have been removed from consideration under CEQA. With the current *State CEQA Guidelines*, transportation impacts are to be evaluated based on a project's effect on VMT. Although the City has not yet adopted revised traffic impact guidelines, simultaneous with clearance of the revised *State CEQA Guidelines*, the Governor's Office of Planning and Research (OPR) released the *Technical Advisory for Evaluating Transportation Impacts under CEQA* (OPR 2018) (Technical Advisory). This State document provides sufficient guidance to permit the evaluation of project transportation impacts for the purposes of compliance with CEQA. Additionally, the *Guidelines for Evaluating Vehicle Miles Traveled under CEQA for the County of Orange* (County of Orange [County] 2020) (County Guidelines) establish thresholds of significance.

City of San Juan Capistrano Guidelines

Two study intersections are located within San Juan Capistrano. For those two intersections (Camino Capistrano/Stonehill Drive and I-5 NB Ramps/Camino Las Ramblas), level of service is reported according to both Dana Point and San Juan Capistrano analysis guidelines.

Per City of San Juan Capistrano Administrative Policy No. 310, intersections are evaluated using both the intersection capacity utilization (ICU) and *Highway Capacity Manual* (HCM), 6th Edition (TRB 2017) methodologies. The City of San Juan Capistrano considers LOS D as the upper limit of satisfactory operations for intersections. Based on City of San Juan Capistrano Administration Policy No. 310, a project impact occurs at a non-hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c ratio) is 0.01 or greater and the resulting LOS is E or F (ICU methodology). A project impact also occurs at a non-hot-spot intersection when the project's increase in delay is 1.0 second or greater and the resulting LOS is E or F (HCM methodology). Neither of the study intersections within San Juan Capistrano is a hot spot location.

ANALYSIS OF BASELINE TRAFFIC CONDITIONS

EXISTING BASELINE CONDITION

Existing Circulation System

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

- **Pacific Coast Highway:** PCH is a City facility with a speed limit of 35 miles per hour (mph). It is a divided, east-west arterial highway adjacent to the Project site. East of Crystal Lantern, PCH is a six-lane facility. Between Crystal Lantern and Copper Lantern, PCH consists of five lanes. West of Copper Lantern, PCH is a four-lane facility. It is designated as a Major Arterial Highway in the City's General Plan Circulation Element and Orange County Master Plan of Arterial Highways (MPAH). It is also a CMP facility. Curbside parking is permitted on both sides of the highway in select locations.

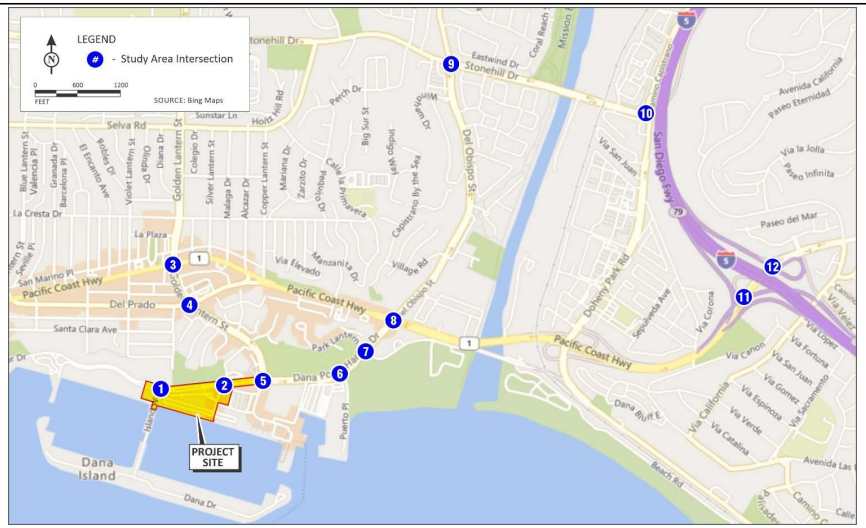
- **Dana Point Harbor Drive:** Dana Point Harbor Drive is a divided four-lane roadway that runs in an east-west direction located north of the Project site. West of Casitas Place, Dana Point Harbor Drive is striped with one lane in the eastbound and westbound direction. The speed limit is 30 mph. It is designated as a Primary Arterial in the City's General Plan Circulation Element and Orange County MPAH.

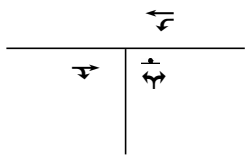
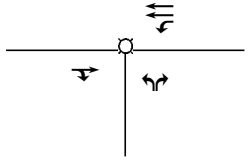
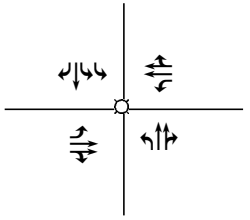
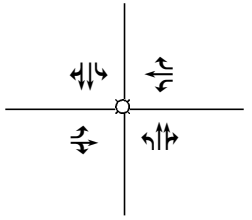
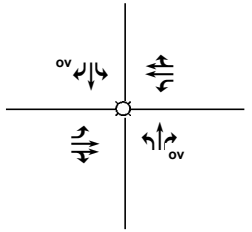
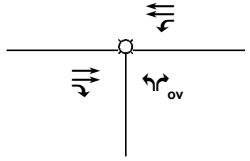
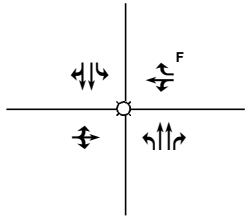
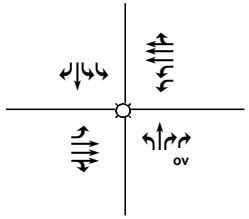
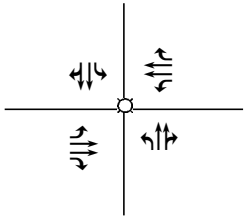
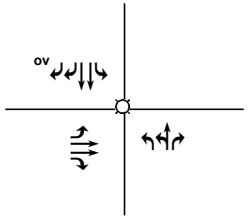
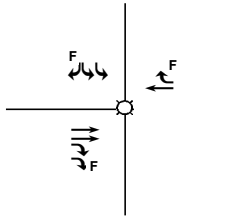
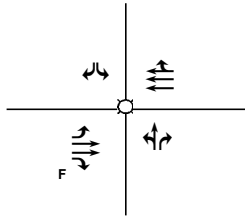
- **Del Obispo Street:** Del Obispo Street is a divided four-lane roadway that runs in a north-south direction located east of the Project site. The speed limit is 40 mph. It is designated as a Secondary Arterial in the City's General Plan Circulation Element and Orange County MPAH. Curbside parking is permitted on both sides of the roadway in select locations.

- **Golden Lantern:** Golden Lantern is a divided four-lane roadway that runs in a north-south direction located east of the Project site. The speed limit is 35 mph north of Dana Point Harbor Drive and 25 mph south of Dana Point Harbor Drive. It is designated as a Primary Arterial in the City's General Plan Circulation Element. The Orange County MPAH designated Golden Lantern a Smart Street north of PCH and a Primary Arterial south of PCH. It is also a CMP facility. Curbside parking is permitted on both sides of the roadway in select locations.

- **Stonehill Drive:** Stonehill Drive is a four-lane divided roadway that runs in an east-west direction located north of the Project site. It is designated as a Primary Arterial in the City's General Plan Circulation Element and Orange County MPAH. The posted speed limit is 40 mph. Curbside parking is permitted on both sides of the roadway in select locations.

The existing study intersection geometrics are shown on Figure 3.



					
1 Island Way/Dana Point Harbor Drive	2 Casitas Place/Dana Point Harbor Drive	3 Golden Lantern/PCH	4 Golden Lantern/Del Prado Avenue	5 Golden Lantern/Dana Point Harbor Dr	6 Puerto Place/Dana Point Harbor Dr
					
7 Dana Point Harbor Drive/Park Lantern	8 Del Obispo St-Dana Point Harbor/PCH	9 Del Obispo Street/Stonehill Drive	10 Camino Capistrano/Stonehill Drive	11 I-5 SB Ramps/Camino Las Ramblas	12 I-5 NB Ramps/Camino Las Ramblas

LSA

LEGEND
- Signal
- Stop Sign
- F Free Right Turn
- ov Overlap Signal Phasing

FIGURE 3

Dana Point Harbor Hotels
Existing Intersection Geometrics

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\existing geometrics.xlsx

Pedestrian Circulation

The Project site currently includes internal pedestrian circulation, and walkways and sidewalks are provided along Casitas Place, Dana Point Harbor Drive, and Island Way. The sidewalk on Island Way also provides access to the rest of the marina to the west of the Project site and the "island" portion of the Harbor located south of the Project site across the Island Way bridge. The sidewalk along Dana Point Harbor Drive provides access to Dana Point Cove and Baby Beach to the west and to Doheny State Beach to the east.

Bicycle Circulation

The Project site is located immediately south of the existing Class 2 bike lanes on Dana Point Harbor Drive (OCTA 2009). An additional Class 2 bike lane is located on Golden Lantern, east of the Project site. These existing bicycle facilities provide routes to employment, shopping, or recreational destinations within Dana Point Harbor and the surrounding area.

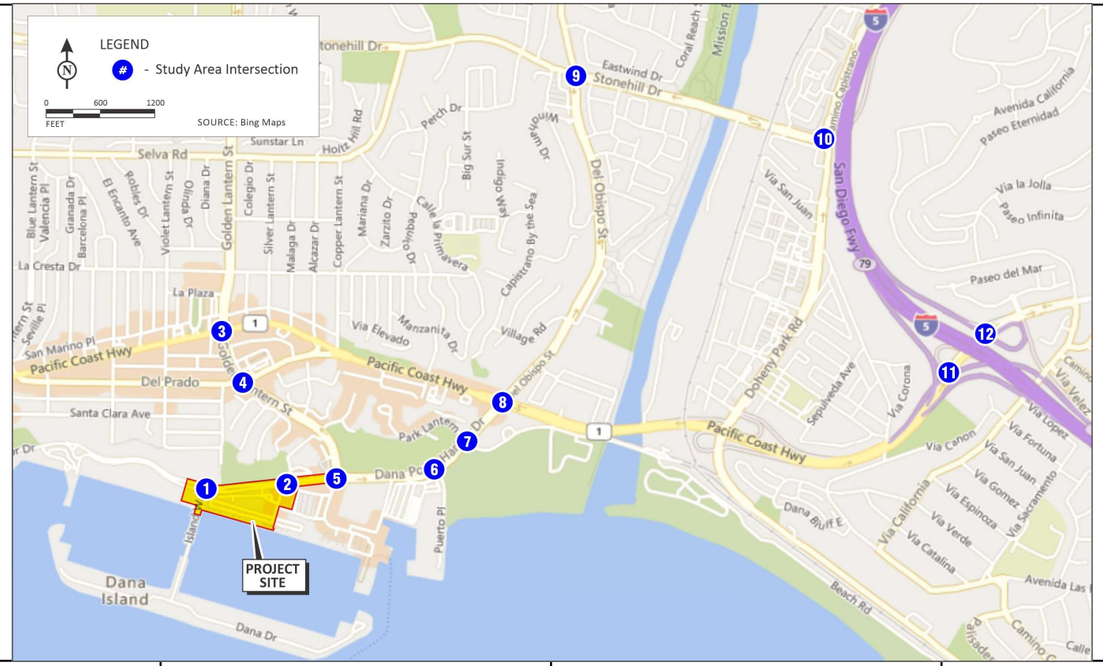
Transit Facilities

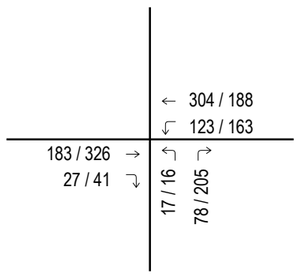
The proposed hotels would be located approximately 0.15 mile southwest of the nearest bus stop (the OCTA bus stop at the northeast corner of Golden Lantern and Dana Point Harbor Drive used by Routes 1 and 90). In addition, the City provides a trolley service during the summer months for local city transport, and the proposed hotels are located approximately 0.13 mile west of the nearest trolley stop (on the southeast corner of Golden Lantern and Dana Point Harbor Drive). Employees of the Dana Point Harbor Hotels may utilize available alternative transportation to access the site.

Existing Traffic Volumes and LOS Analysis

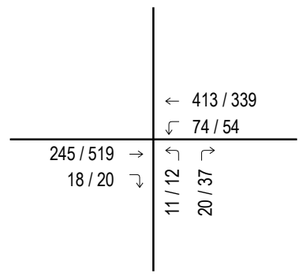
LSA contracted with an independent data collection company to collect intersection turn volume data at the study intersections. These data were collected on Thursday, July 18, 2024, and Saturday, July 20, 2024. Existing traffic volume data gathered for this analysis are presented in Appendix A. LSA compared these traffic volume data to traffic volume data at the same intersections collected in 2019 and 2020 during non-summer months. The majority of the turn-movement volumes were similar in the current dataset, and some traffic movements were much higher due to summer tourist visits. At one intersection, Del Obispo Street/Stonehill Drive, the southbound right-turn and eastbound left-turn volumes were much lower in the a.m. peak hour for the current dataset compared to traffic volume data collected in January 2020 before the Covid-19 lockdown. These movements were similar in the p.m. peak hour and Saturday midday peak hour. Differences for these two movements only in the a.m. peak hour are most likely due to lower trip generation at a Montessori preschool located at the northwest corner of this intersection when current traffic volume data were collected. To compensate, the previously collected turn volume for these two movements at this intersection were added to the current a.m. peak-hour dataset.

Figures 4a and 4b present the estimated existing traffic volumes. Table B lists the existing LOS performance of the study intersections. LOS worksheets for the existing condition are provided in Appendix B. As Table B shows, all study intersections operate within their LOS target in the existing condition.

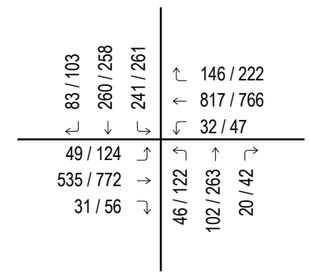




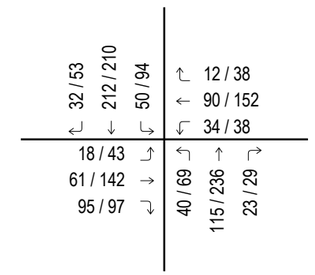
1 Island Way/Dana Point Harbor Drive



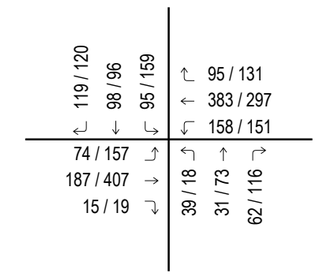
2 Casitas Place/Dana Point Harbor Drive



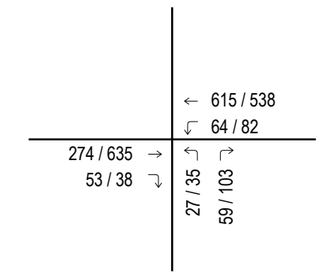
3 Golden Lantern/PCH



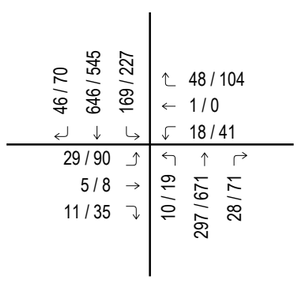
4 Golden Lantern/Del Prado Avenue



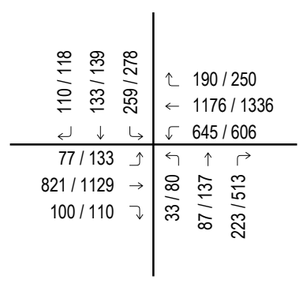
5 Golden Lantern/Dana Point Harbor Dr



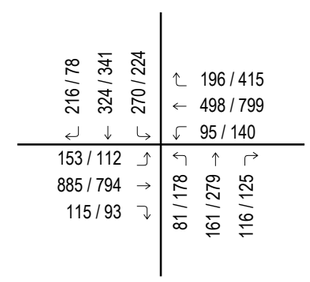
6 Puerto Place/Dana Point Harbor Dr



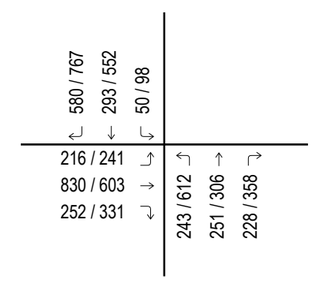
7 Dana Point Harbor Drive/Park Lantern



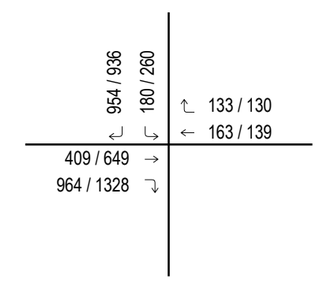
8 Del Obispo St-Dana Point Harbor Dr/PCH



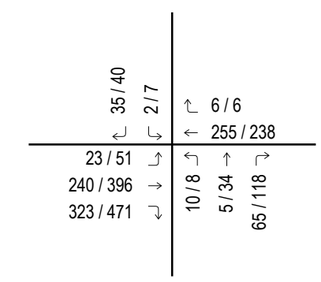
9 Del Obispo Street/Stonehill Drive



10 Camino Capistrano/Stonehill Drive



11 I-5 SB Ramps/Camino Las Ramblas



12 I-5 NB Ramps/Camino Las Ramblas

LSA

XXX / YYY AM / PM Volume

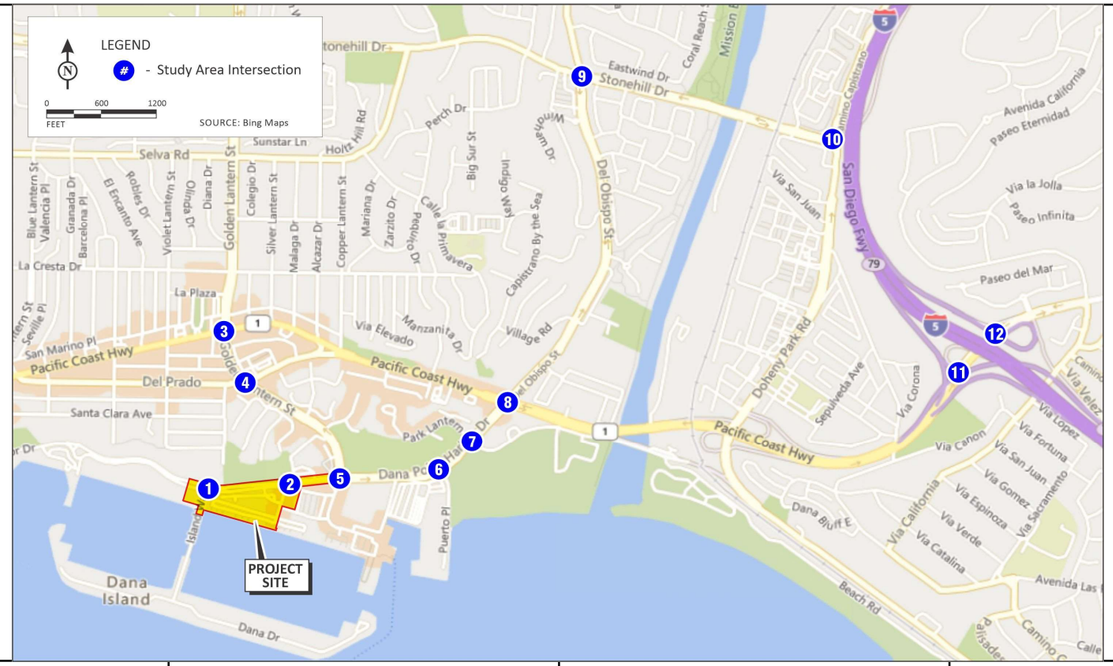
N

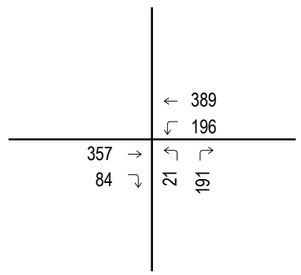
FIGURE 4a

Dana Point Harbor Hotels

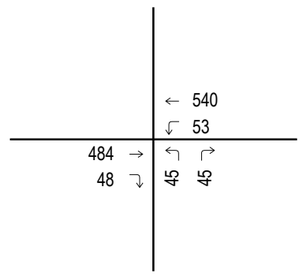
Existing (2024) Weekday Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Existing Volumes_Weekday.xls

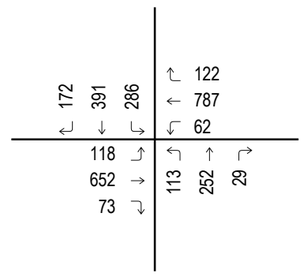




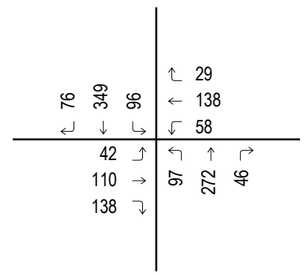
1 Island Way/Dana Point Harbor Drive



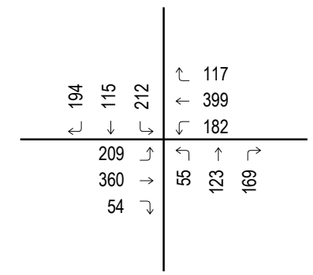
2 Casitas Place/Dana Point Harbor Drive



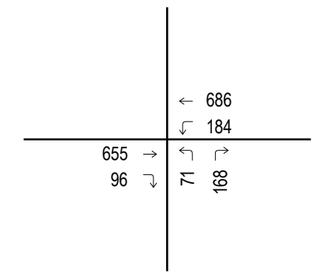
3 Golden Lantern/PCH



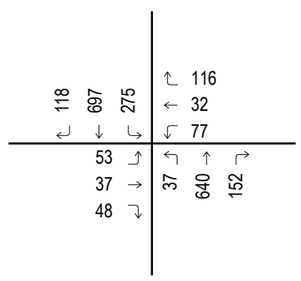
4 Golden Lantern/Del Prado Avenue



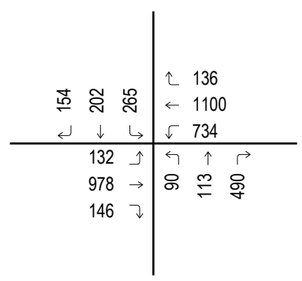
5 Golden Lantern/Dana Point Harbor Dr



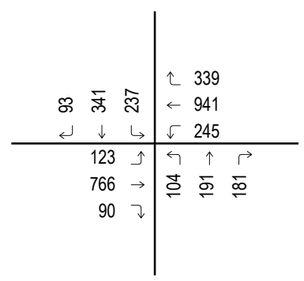
6 Puerto Place/Dana Point Harbor Dr



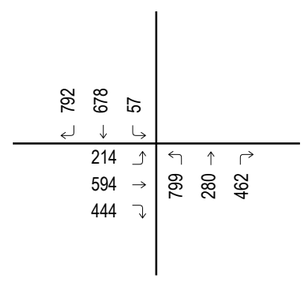
7 Dana Point Harbor Drive/Park Lantern



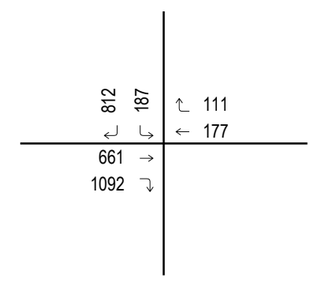
8 Del Obispo St-Dana Point Harbor Dr/PCH



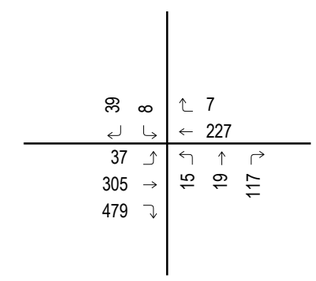
9 Del Obispo Street/Stonehill Drive



10 Camino Capistrano/Stonehill Drive



11 I-5 SB Ramps/Camino Las Ramblas



12 I-5 NB Ramps/Camino Las Ramblas

LSA

FIGURE 4b

zzz Saturday Peak Hour Volume

N

Dana Point Harbor Hotels

Existing (2024) Saturday Peak Hour Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Existing Volumes_Saturday.xls

Table B: Existing Intersection LOS Summary

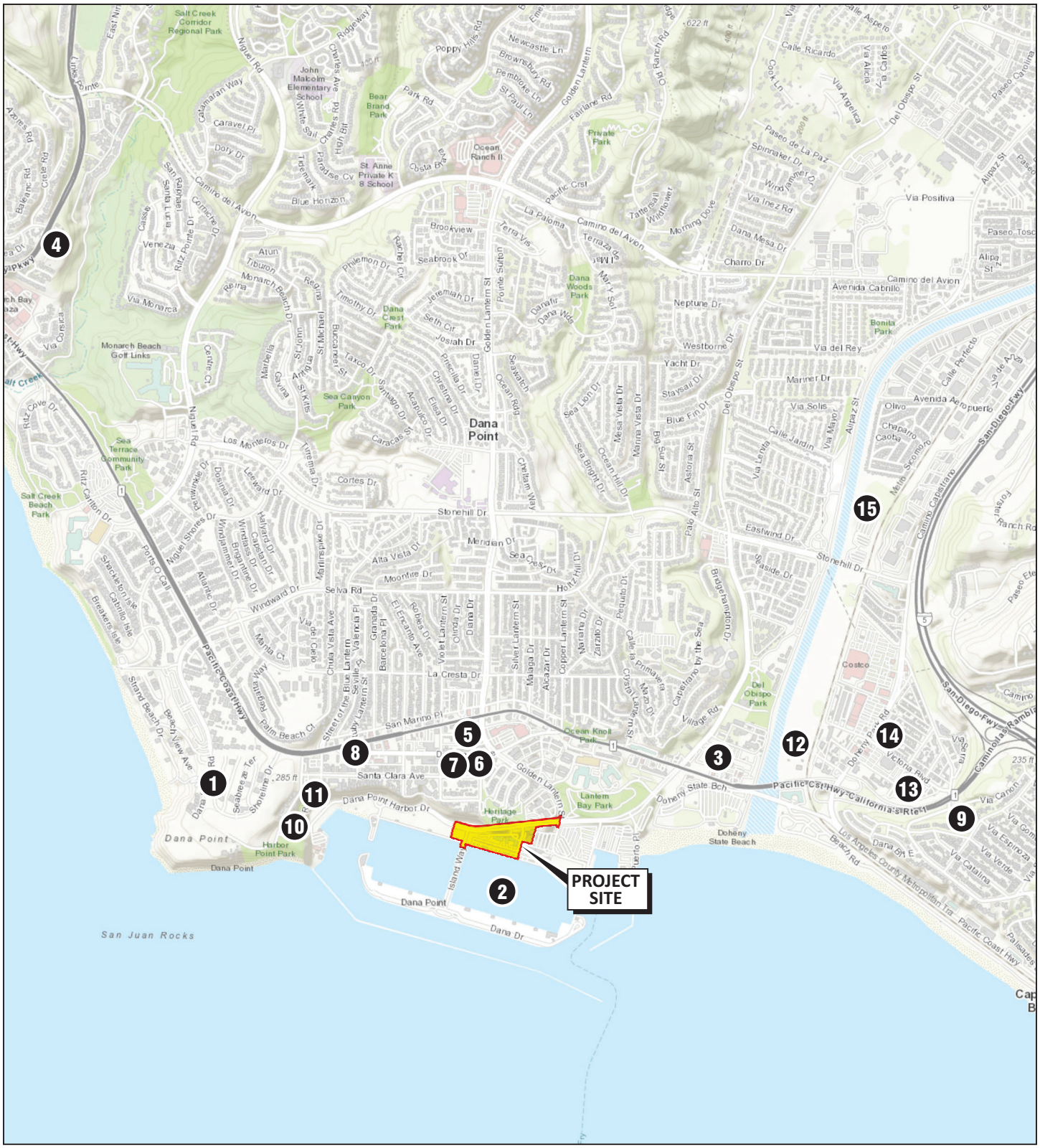
Intersection	AM Peak Hour		PM Peak Hour		Saturday Midday	
	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
1. Island Way/Dana Point Harbor Dr.	11.5 sec	B	14.5 sec	B	18.5 sec	C
2. Casitas Place/Dana Point Harbor Dr.	0.246	A	0.422	A	0.421	A
3. Golden Lantern/PCH (CMP)	0.542	A	0.637	B	0.683	B
4. Golden Lantern/Del Prado Ave. (CMP)	0.257	A	0.346	A	0.412	A
5. Golden Lantern/Dana Point Harbor Dr.	0.308	A	0.405	A	0.522	A
6. Puerto Place/Dana Point Harbor Dr.	0.247	A	0.306	A	0.393	A
7. Dana Point Harbor Dr./Park Lantern	0.296	A	0.483	A	0.526	A
8. Del Obispo St.-Dana Point Harbor Dr./PCH	0.548	A	0.634	B	0.658	B
9. Del Obispo St./Stonehill Dr.	0.606	B	0.616	B	0.668	B
10. Camino Capistrano/Stonehill Dr.	0.528	A	0.677	B	0.828	D
10. Camino Capistrano/Stonehill Dr. (HCM)	20.8 sec	C	28.7 sec	C	33.3 sec	C
11. I-5 SB Ramps/Camino Las Ramblas	0.223	A	0.317	A	0.299	A
11. I-5 SB Ramps/Camino Las Ramblas (HCM)	0.6 sec	A	0.7 sec	A	0.7 sec	A
12. I-5 NB Ramps/Camino Las Ramblas	0.160	A	0.240	A	0.213	A
12. I-5 NB Ramps/Camino Las Ramblas (HCM)	7.4 sec	A	6.5 sec	A	6.1 sec	A

Source: LSA (2025).
☐ = Unsatisfactory LOS
CMP = Congestion Management Program
I-5 = Interstate 5
HCM = Highway Capacity Manual
ICU = intersection capacity utilization
LOS = level of service
NB = northbound
PCH = Pacific Coast Highway
SB = southbound

OPENING YEAR (2028) CONDITION

Both hotels are anticipated to be completed and operational in 2028. LSA applied an ambient growth rate of 0.5 percent per year (2 percent total). LSA coordinated with the City staff on identifying a list of approved and pending projects that could reasonably be assumed to be operating by the Project opening year and would also contribute traffic to the study intersections. Through this process, 15 cumulative projects were identified. Figure 5 illustrates the locations of these cumulative projects.

For several of these projects, traffic studies were available that calculated weekday peak-hour trip generation. For projects without traffic studies, a cumulative project trip generation table provided by the City or trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, was utilized to calculate weekday a.m., weekday p.m., and weekend peak-hour of generator traffic volumes for the cumulative projects. For cumulative projects with approved a.m. and p.m. peak-hour traffic volumes (including trip credits) but no weekend traffic volumes, a ratio was calculated between ITE weekend and ITE p.m. peak-hour trip rates, and LSA applied that ratio to the cumulative project's p.m. peak-hour traffic volume. This method accounts for the trip credits applied to the proposed Project.



LSA

FIGURE 5

LEGEND

1 - Cumulative Project Location

N

0 1125 2250

FEET

SOURCE: ESRI/Bing

Dana Point Harbor Hotels

Cumulative Project Locations

I:\2024\20241680\G\Traffic\Cumulative Projects.cdr (3/6/2025)

The traffic study for the Dana Point Harbor Revitalization Project did not include weekend trip generation in the trip generation table, but weekend inbound and outbound trip generation could be calculated by adding the weekend peak-hour inbound and outbound trips illustrated on the weekend trip assignment graphic. The majority of the proposed Project is located within Planning Area 3 of the Dana Point Harbor Revitalization Plan. Some of the pedestrian walkways and other improvements that do not generate vehicle traffic cross outside of the Planning Area 3 boundary. To avoid double counting, Project traffic volumes were subtracted from the Planning Area 3 traffic volumes from the Dana Point Harbor Revitalization Plan. Table C, below, displays traffic generation for the cumulative projects.

While the potential trip generation for the Doheny Village Zoning District is shown on Table C, the City does not believe that any individual projects within the zoning district are anticipated by the proposed Project's opening year of 2028, and therefore no additional trips were added to the study intersections for the zoning district. For the Ganahl Lumber Development Project, the lumber yard and hardware store are completed but a planned fast-food pad has not yet been constructed, and trip generation for this project component remains in the cumulative project analysis. Cumulative traffic volumes for the remaining cumulative projects were calculated using Traffix. The resulting cumulative project traffic volumes are illustrated on Figures 6a and 6b.

Opening Year (2028) traffic volumes were calculated by applying the ambient growth rate of 2 percent and adding the cumulative project traffic volumes. Figures 7a and 7b illustrate the resulting opening year baseline traffic volumes.

The City anticipates that an intersection improvement project at Golden Lantern/Dana Point Harbor Drive will be completed by the proposed Project opening year of 2028. The intersection improvement project consists of restriping the northbound and southbound approaches to provide one left-turn lane, one through lane, and one through/right-turn lane and removing northbound and southbound right-turn overlap signal phasing. This intersection improvement project was included as a cumulative project when intersection LOS was calculated. In addition, this analysis considers the effect of a planned roadway improvement project as part of the Ganahl Lumber Development Project. The project would construct a third eastbound through lane on Stonehill Drive between Del Obispo Street and Camino Capistrano.

Table D presents the Opening Year (2028) No Project LOS performance at the study intersections. LOS worksheets for the Opening Year (2028) condition are provided in Appendix C. While the Stonehill Drive roadway improvement is anticipated, it is not currently fully funded. Therefore, Table D provides intersection LOS calculations without and with the Stonehill Drive improvement. As Table D shows, all study intersections are anticipated to continue to operate within their LOS target with the addition of cumulative project traffic.

Table C: Cumulative Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates[1]												
General Light Industrial (110)		TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65	0.05	0.05	0.10
Single-Family Detached Housing (210)		DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94	0.50	0.42	0.92
Multifamily Housing (Mid-Rise) (221)		DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39	0.20	0.19	0.39
Hotel (310)		Room	7.99	0.26	0.20	0.46	0.30	0.29	0.59	0.40	0.32	0.72
Resort Hotel (330)[2]		Room	5.55	0.23	0.09	0.32	0.18	0.23	0.41	0.28	0.22	0.50
Church (560)		TSF	7.60	0.20	0.12	0.32	0.22	0.27	0.49	1.57	1.13	2.70
General Office Building (710)		TSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44	0.29	0.24	0.53
Building Materials and Lumber Store (812)		TSF	17.05	0.99	0.60	1.59	1.04	1.21	2.25	4.89	4.69	9.58
Strip Retail Plaza (<40 TSF) (822)		TSF	54.45	1.42	0.94	2.36	3.30	3.29	6.59	3.35	3.22	6.57
Trip Generation												
1. Headlands Specific Plan[3]			4,379	100	114	214	219	178	397	176	123	299
2. Dana Point Harbor Revitalization (Commercial Core)[4,8]			5,477	202	182	384	252	192	444	489	369	858
Dana Point Harbor Revitalization (Marina Remodel)[4]			420	23	3	26	17	25	42	17	35	52
3. South Cove[3, 11]	168 2.471	DU TSF	1,083	15	63	78	64	34	98	70	59	129
4. South Shores Church Master Plan[5]	46.817	TSF	255	12	0	12	0	18	18	60	42	102
5. Vista del Mar[6]			238	4	13	17	2	(6)	(4)	7	7	14
6. Del Prado Place[1]	18 5.000	DU TSF	442	10	15	25	28	22	50	26	24	50
7. Paseo Del Prado[1]	29 11.750	DU TSF	913	22	26	48	55	49	104	54	50	104
8. Lantern District Mixed Use[1]	50 22	DU Room	403	11	18	29	19	14	33	19	17	36
9. Capistrano Hillside Project (210)[1]	11	DU	104	2	6	8	6	4	10	5	5	10
10. Lantern Point Hotel[6]	51	Room	443	15	10	25	16	16	32	21	17	38
11. Resort Hotel at Cannon's[6]	107	Room	130	30	20	50	(7)	11	4	(9)	(2)	(11)
12. Doheny Ocean Desalination Plant[7]	15	EMP	36	10	2	12	2	10	12	1	2	3
13. Victoria Boulevard/CUSD Bus Yard (221)[6]	365	DU	2,518	31	124	155	129	75	204	138	118	256
14. Doheny Village Zoning District[8,9]			7,256	152	160	312	290	329	619	311	352	663
15. Ganahl Lumber Development Project[10]	5.000	TSF	1,027	49	44	93	40	36	76	66	61	127

Source: LSA (2025).

Numbered footnotes are continued on the next page.

Table C footnotes (continued):

[1] Trip rates referenced from the *Trip Generation Manual,* 11th Edition (ITE 2021).
[2] Daily and Saturday rates calculated from standard hotel ITE rates.
[3] 34202 Del Obispo Street Traffic Impact Analysis (LSA 2014a).
[4] Dana Point Harbor Revitalization Traffic and Parking Analysis (RBF 2005).
[5] South Shores Church Master Plan Traffic Impact Analysis and Parking Analysis (LSA 2014b).
[6] Victoria Boulevard Apartments Traffic Impact Analysis (City of Dana Point 2022).
[7] Doheny Ocean Desalination Project Draft Environmental Impact Report (LSA 2018).
[8] Draft Doheny Village Zoning District Overlay Zone Traffic Study (City of Dana Point 2020).
[9] No specific development projects are anticipated by the proposed project opening year.
[10] Ganahl Lumber Development Project Traffic Impact Analysis (LSA 2020a), hardware store and lumberyard completed, fast food not constructed.
[11] Construction completed but not fully occupied at time of analysis.

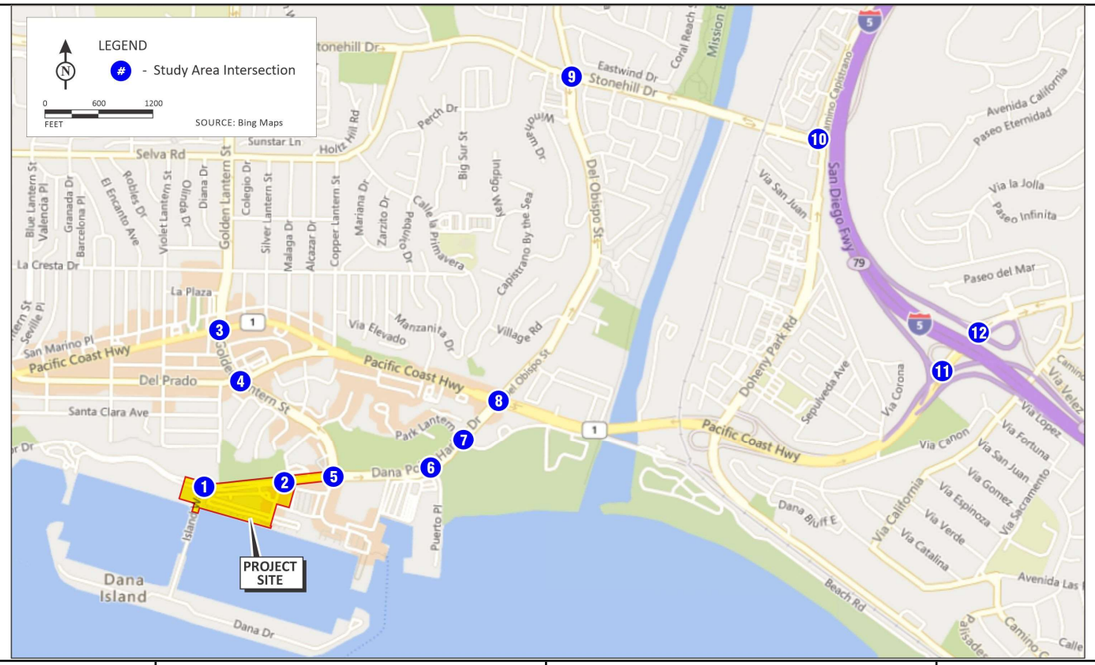
ADT = average daily trips
CUSD = Capistrano Unified School District
DU = dwelling unit
EMP = employee
ITE = Institute of Transportation Engineers
TSF = thousand square feet

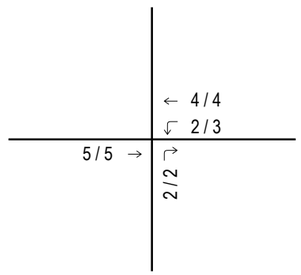
Table D: Opening Year (2028) No Project Intersection LOS Summary

Intersection	AM Peak Hour		PM Peak Hour		Saturday Midday	
	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
1. Island Way/Dana Point Harbor Dr.	11.7 sec	B	15.0 sec	C	20.2 sec	C
2. Casitas Place/Dana Point Harbor Dr.	0.411	A	0.603	B	0.752	C
3. Golden Lantern/PCH (CMP)	0.605	B	0.717	C	0.766	C
4. Golden Lantern/Del Prado Ave. (CMP)	0.336	A	0.425	A	0.585	A
5. Golden Lantern/Dana Point Harbor Dr.	0.427	A	0.550	A	0.767	C
6. Puerto Place/Dana Point Harbor Dr.	0.276	A	0.348	A	0.469	A
7. Dana Point Harbor Dr./Park Lantern	0.333	A	0.542	A	0.629	B
8. Del Obispo St.-Dana Point Harbor Dr./PCH	0.597	A	0.695	B	0.749	C
9. Del Obispo St./Stonehill Dr.	0.656	B	0.693	B	0.747	C
9. Del Obispo St./Stonehill Dr.[1]	0.568	A	0.693	B	0.717	C
10. Camino Capistrano/Stonehill Dr.	0.552	A	0.729	C	0.892	D
10. Camino Capistrano/Stonehill Dr. (HCM)	21.9 sec	C	28.6 sec	C	37.4 sec	D
11. I-5 SB Ramps/Camino Las Ramblas	0.262	A	0.349	A	0.346	A
11. I-5 SB Ramps/Camino Las Ramblas (HCM)	0.7 sec	A	0.8 sec	A	0.9 sec	A
12. I-5 NB Ramps/Camino Las Ramblas	0.209	A	0.283	A	0.302	A
12. I-5 NB Ramps/Camino Las Ramblas (HCM)	6.3 sec	A	6.3 sec	A	5.8 sec	A

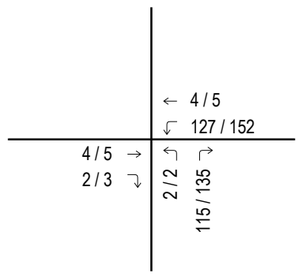
Source: LSA (2025).
[1] Includes the planned, but not yet fully funded addition of a third eastbound through lane on Stonehill Drive anticipated as part of the Ganahl Lumber Development Project.

☐ = Unsatisfactory LOS
CMP = Congestion Management Program
HCM = Highway Capacity Manual
I-5 = Interstate 5
ICU = intersection capacity utilization
LOS = level of service
NB = northbound
PCH = Pacific Coast Highway
SB = southbound

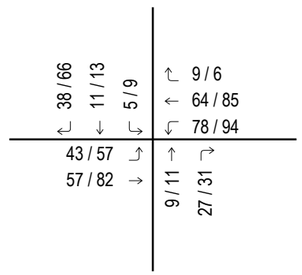




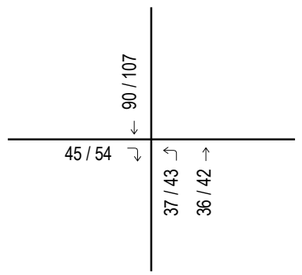
1 Island Way/Dana Point Harbor Drive



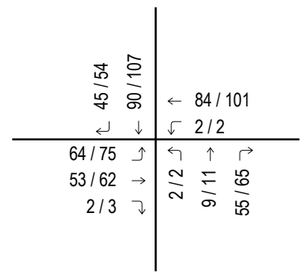
2 Casitas Place/Dana Point Harbor Drive



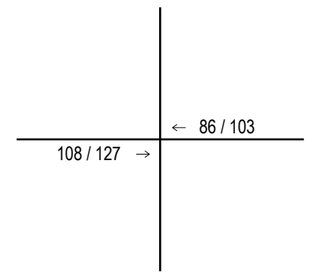
3 Golden Lantern/PCH



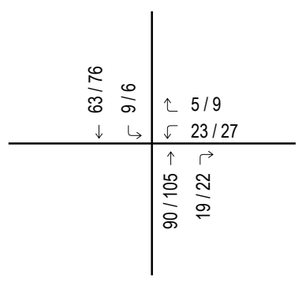
4 Golden Lantern/Del Prado Avenue



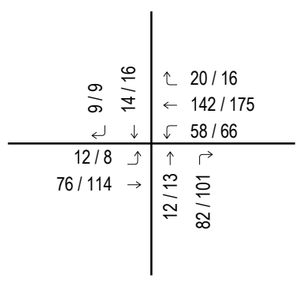
5 Golden Lantern/Dana Point Harbor Dr



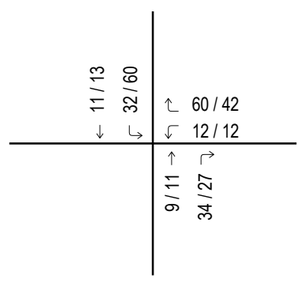
6 Puerto Place/Dana Point Harbor Dr



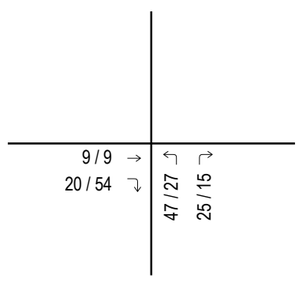
7 Dana Point Harbor Drive/Park Lantern



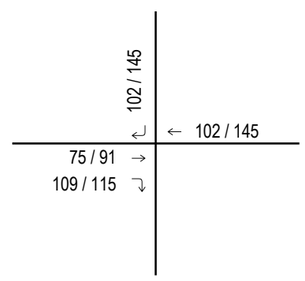
8 Del Obispo St-Dana Point Harbor Dr/PCH



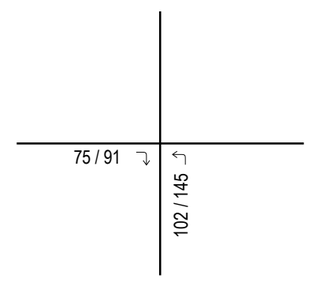
9 Del Obispo Street/Stonehill Drive



10 Camino Capistrano/Stonehill Drive



11 I-5 SB Ramps/Camino Las Ramblas



12 I-5 NB Ramps/Camino Las Ramblas

LSA

XXX / YYY AM / PM Volume

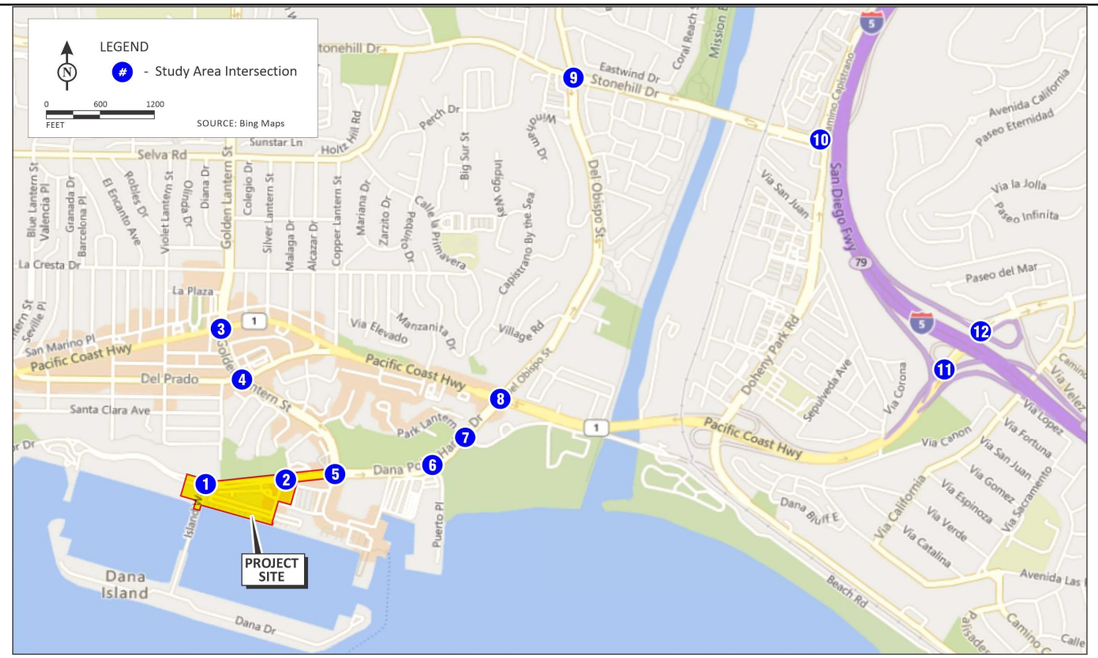
N

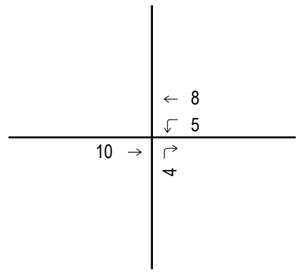
FIGURE 6a

Dana Point Harbor Hotels

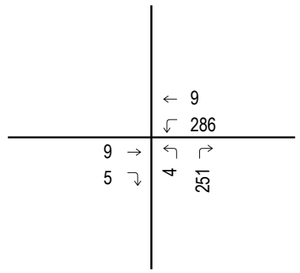
Cumulative Project Weekday Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Cumulative Volumes_Weekday.xls

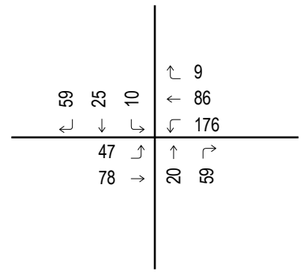




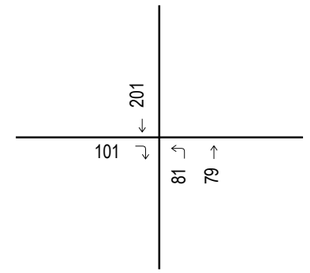
1 Island Way/Dana Point Harbor Drive



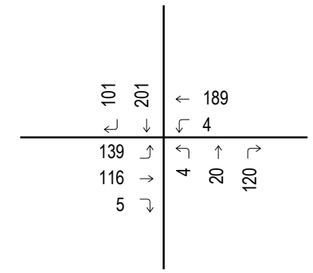
2 Casitas Place/Dana Point Harbor Drive



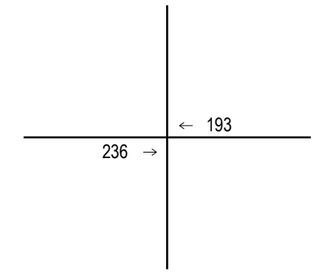
3 Golden Lantern/PCH



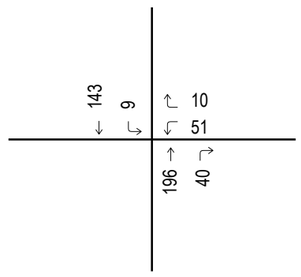
4 Golden Lantern/Del Prado Avenue



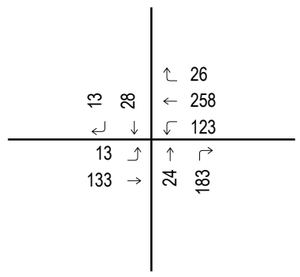
5 Golden Lantern/Dana Point Harbor Dr



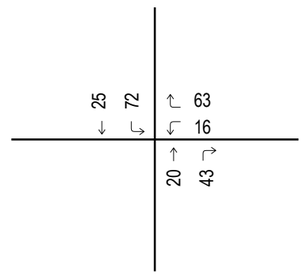
6 Puerto Place/Dana Point Harbor Dr



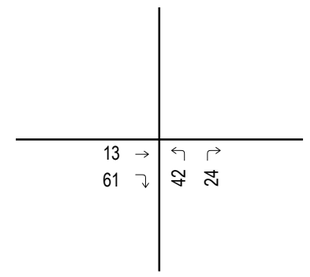
7 Dana Point Harbor Drive/Park Lantern



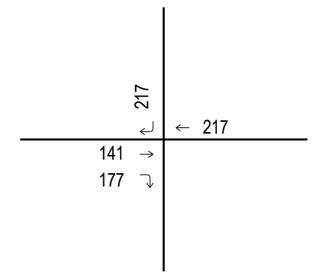
8 Del Obispo St-Dana Point Harbor Dr/PCH



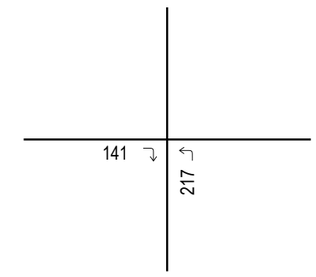
9 Del Obispo Street/Stonehill Drive



10 Camino Capistrano/Stonehill Drive



11 I-5 SB Ramps/Camino Las Ramblas



12 I-5 NB Ramps/Camino Las Ramblas

LSA

FIGURE 6b

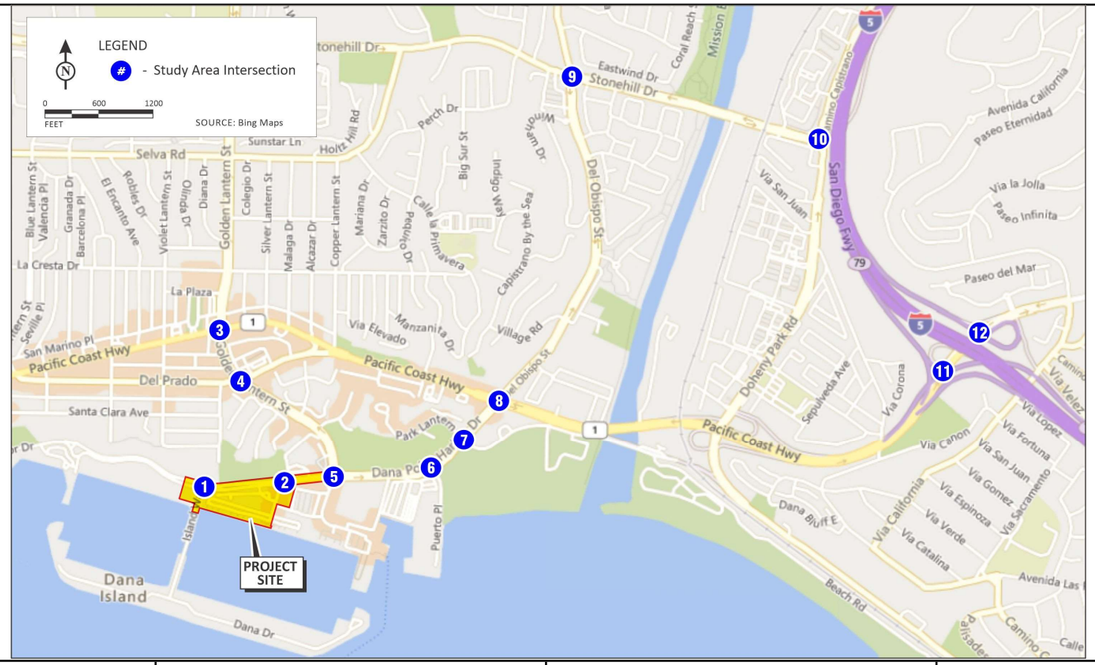
zzz Saturday Peak Hour Volume

N

Dana Point Harbor Hotels

Cumulative Project Saturday Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Cumulative Volumes_Saturday.xls



1 Island Way/Dana Point Harbor Drive				2 Casitas Place/Dana Point Harbor Drive			
		← 314 / 196				← 425 / 351	
		↙ 131 / 173				↙ 202 / 207	
192 / 338 →	↰	↱		256 / 536 →	↰	↱	
28 / 42 ↴	17 / 16	82 / 211		20 / 23 ↴	13 / 14	135 / 173	

3 Golden Lantern/PCH				4 Golden Lantern/Del Prado Avenue			
123 / 171	276 / 276	251 / 275	↑ 158 / 232	33 / 54	306 / 321	51 / 96	↑ 12 / 39
↲	↓	↳	← 897 / 866	↲	↓	↳	← 92 / 155
			↙ 111 / 142				↙ 35 / 39
93 / 183 ↱	↰	↑	↱	18 / 44 ↱	↰	↑	↱
603 / 869 →	47 / 124	113 / 279	47 / 74	62 / 145 →	78 / 113	153 / 283	23 / 30
32 / 57 ↴				142 / 153 ↴			

5 Golden Lantern/Dana Point Harbor Dr				6 Puerto Place/Dana Point Harbor Dr			
166 / 176	190 / 205	97 / 162	↑ 97 / 134				← 713 / 652
↲	↓	↳	← 475 / 404				↙ 65 / 84
			↙ 163 / 156				
139 / 235 ↱	↰	↑	↱	387 / 775 →	↰	↱	
244 / 477 →	42 / 20	41 / 85	118 / 183	54 / 39 ↴	28 / 36	60 / 105	
17 / 22 ↴							

7 Dana Point Harbor Drive/Park Lantern				8 Del Obispo St-Dana Point Harbor Dr/PCH			
47 / 71	722 / 632	181 / 238	↑ 54 / 115	121 / 129	150 / 158	264 / 284	↑ 214 / 271
↲	↓	↳	← 1 / 0	↲	↓	↳	← 1342 / 1538
			↙ 41 / 69				↙ 716 / 684
30 / 92 ↱	↰	↑	↱	91 / 144 ↱	↰	↑	↱
5 / 8 →	10 / 19	393 / 789	48 / 94	913 / 1266 →	34 / 82	101 / 153	309 / 624
11 / 36 ↴				102 / 112 ↴			

9 Del Obispo Street/Stonehill Drive				10 Camino Capistrano/Stonehill Drive			
220 / 80	341 / 361	307 / 288	↑ 260 / 465	592 / 782	299 / 563	51 / 100	
↲	↓	↳	← 508 / 815	↲	↓	↳	
			↙ 109 / 155				
156 / 114 ↱	↰	↑	↱	220 / 246 ↱	↰	↑	↱
903 / 810 →	83 / 182	173 / 296	152 / 155	856 / 624 →	295 / 651	256 / 312	258 / 380
117 / 95 ↴				277 / 392 ↴			

11 I-5 SB Ramps/Camino Las Ramblas				12 I-5 NB Ramps/Camino Las Ramblas			
1075 / 1100	184 / 265		↑ 136 / 133	36 / 41	2 / 7		↑ 6 / 6
↲	↳		← 268 / 287	↲	↳		← 260 / 243
492 / 753 →				23 / 52 ↱	↰	↑	↱
1092 / 1470 ↴				245 / 404 →	112 / 153	5 / 35	66 / 120
				404 / 571 ↴			

LSA

XXX / YYY AM / PM Volume

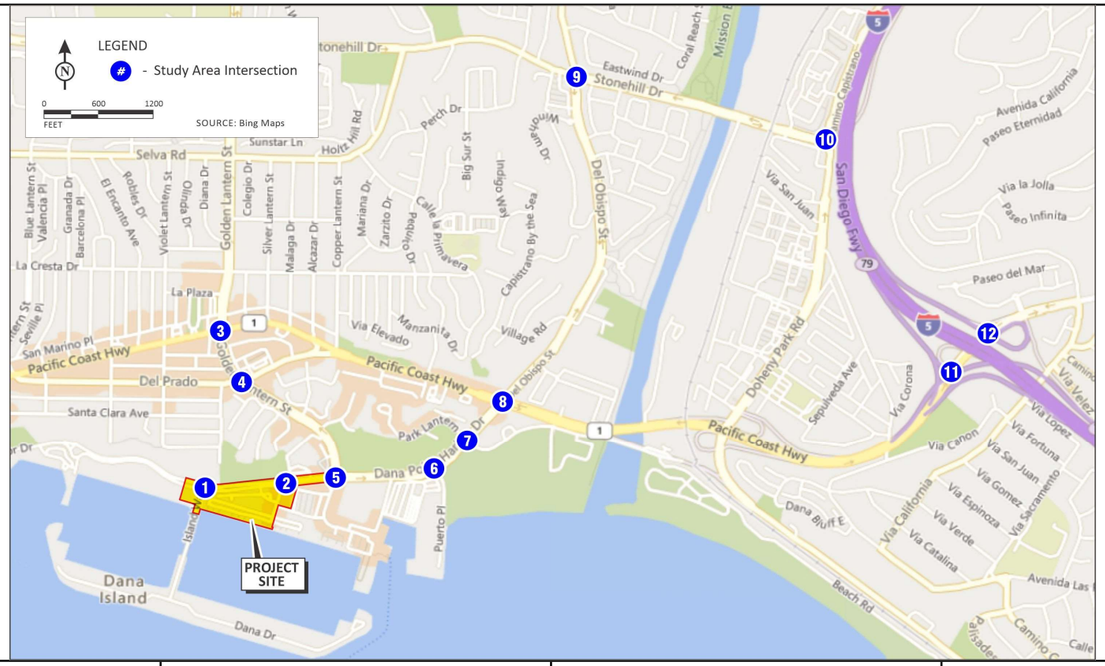
N

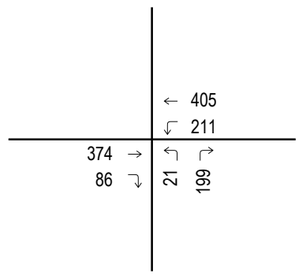
FIGURE 7a

Dana Point Harbor Hotels

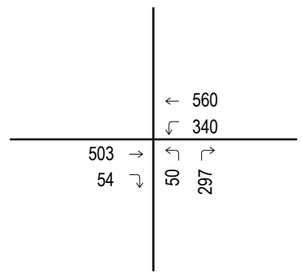
Opening Year (2028) Weekday Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Opening NP Volumes_Weekday.xls

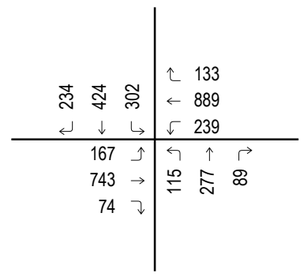




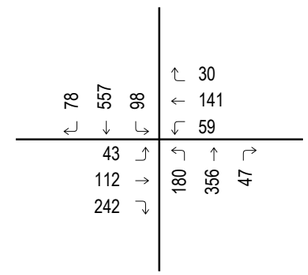
1 Island Way/Dana Point Harbor Drive



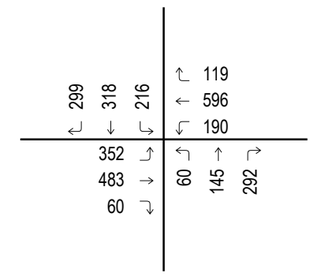
2 Casitas Place/Dana Point Harbor Drive



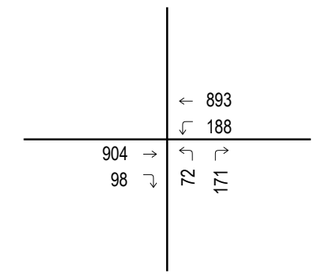
3 Golden Lantern/PCH



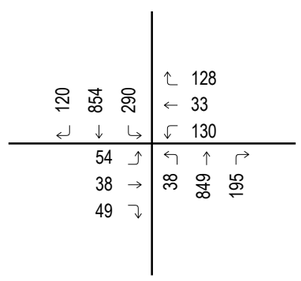
4 Golden Lantern/Del Prado Avenue



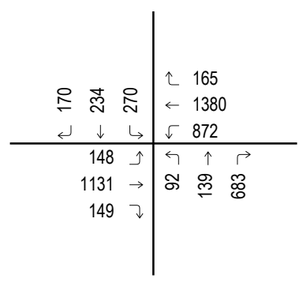
5 Golden Lantern/Dana Point Harbor Dr



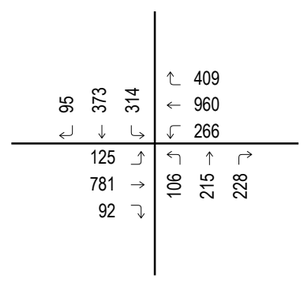
6 Puerto Place/Dana Point Harbor Dr



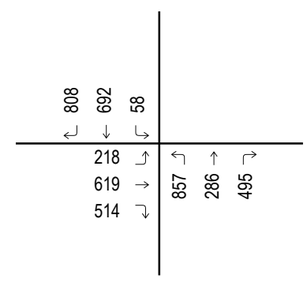
7 Dana Point Harbor Drive/Park Lantern



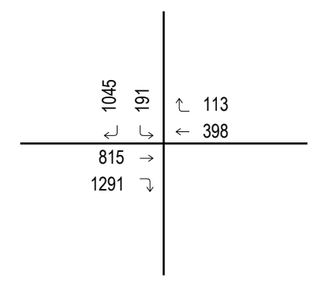
8 Del Obispo St-Dana Point Harbor Dr/PCH



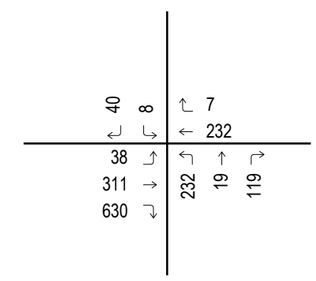
9 Del Obispo Street/Stonehill Drive



10 Camino Capistrano/Stonehill Drive



11 I-5 SB Ramps/Camino Las Ramblas



12 I-5 NB Ramps/Camino Las Ramblas

LSA

FIGURE 7b

zzz Saturday Peak Hour Volume

N

Dana Point Harbor Hotels

Opening Year (2028) Saturday Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Opening NP Volumes_Saturday.xls

PROJECT IMPACTS

TRIP GENERATION

The existing Dana Point Marina Inn contains 136 guest rooms with limited amenities. Based on the current price of guest rooms, this hotel is classified as an affordable accommodation. The Dana Point Marina Inn complex includes boater services such as showers and laundry. The entire complex would be demolished as part of the proposed Project.

The proposed Project would construct two hotels and include space for boater services (i.e., showers, lockers, laundry, and vending machines) in one of the hotels. Dana House Hotel is planned as a boutique hotel and would contain 130 market-rate rooms. Dana Point Surf Lodge would consist of 169 affordable rooms. Amenities frequently included in hotels (such as restaurants, lounges, accessory retail space, a pool, and a recreational center) would be included in the two proposed hotels.

Because both the existing condition and proposed Project contain boater services, the net effect on the Project trip generation would be negligible. Trip rates for the one existing and two proposed hotels were queried from the ITE *Trip Generation Manual*, 11th Edition. Similar to calculations identified in the PMP, the fitted-curve equations were used to calculate daily, a.m. peak-hour, p.m. peak-hour, and weekend peak-hour trip rates (Saturday peak hour of generator rates were higher than Sunday peak hour of generator rates). Because Dana House Hotel and Dana Point Surf Lodge have slightly differing numbers of total hotel rooms, the calculated trip rates are slightly different. LSA made no modification to the published ratios of inbound and outbound trips and applied the published ratios to all of the hotel classifications.

The trip rates and resulting trip generation calculations are shown in Table E, below. As the PMP pointed out, many of the trips generated by the hotels are likely to be made within the Dana Point Harbor Complex. Similar to the PMP, LSA applied a conservative estimate of 10 percent internal trip capture. As shown in Table E, the proposed Project would generate approximately 1,104 net new daily vehicle trips, 60 a.m. peak-hour trips, 76 p.m. peak-hour trips, and 95 Saturday peak hour trips. If the Project operator adopts travel demand management (TDM) strategies encouraging and facilitating alternatives to private automobile travel, then the trip generation could be lower than shown in Table E. This analysis does not rely on TDM strategies and does not account for any reduction in Project trip generation beyond the 10 percent internal trip capture described above.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution defines the regional percentage origins/destinations for a project. To determine trip distribution for the proposed Project, LSA considered existing travel patterns and access to regional transportation networks. Project trip assignment followed the shortest travel paths. It should be noted that the access driveway for Dana Point Surf Lodge provides right-in/right-out access only. Inbound trips for Dana Point Surf Lodge could proceed westbound on Dana Point Harbor Drive until the turnaround located near Baby Beach. However, many patrons of Dana Point Surf Lodge are likely

Table E: Harbor Hotels Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates												
Existing Hotel[1]		Room	7.73	0.25	0.20	0.45	0.27	0.26	0.53	0.41	0.32	0.73
Boutique Hotel[1]		Room	7.58	0.25	0.19	0.44	0.27	0.26	0.53	0.41	0.33	0.74
Select Service Hotel[1]		Room	8.33	0.26	0.20	0.46	0.29	0.28	0.57	0.41	0.32	0.72
Existing Use												
Dana Point Marina Inn	136	Room	1,051	34	27	61	37	36	73	56	44	100
Project Trip Generation												
Dana House Hotel	130	Room	986	33	25	58	35	33	68	53	42	95
Dana Point Surf Lodge	169	Room	1,408	44	33	77	49	48	97	69	53	122
Total Proposed Project			2,394	77	58	135	84	81	165	122	95	217
Dana Point Harbor Internal Trip Capture[2]			(239)	(8)	(6)	(14)	(8)	(8)	(16)	(12)	(10)	(22)
Net New External Trips			**1,104**	**35**	**25**	**60**	**39**	**37**	**76**	**54**	**41**	**95**

Source: LSA (2025).

[1] Trip rates referenced from the ITE *Trip Generation Manual,* 11th Edition (ITE 2021) land use 310. A fitted-curve equation was used.

[2] Conservatively estimated at 10 percent, although a significant number of trips will likely be made within the Dana Point Harbor Complex.

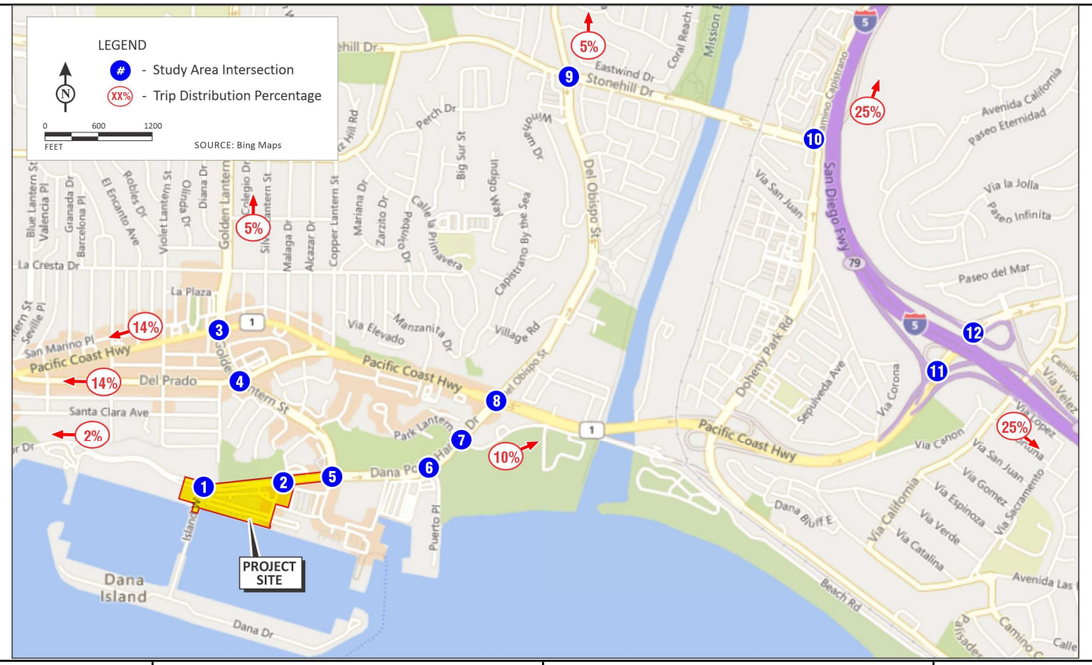
ADT = average daily traffic (measured in trips)

ITE = Institute of Transportation Engineers

to opt for the shorter route of making a U-turn at Island Way/Dana Point Harbor Drive. This analysis assigns Dana Point Surf Lodge inbound trips to the U-turn at Island Way/Dana Point Harbor Drive, as this has the potential to be more impactful.

Special attention was also paid to access for boater services. LSA examined weekday trip generation rates and weekday and Saturday traffic volumes presented in the *Dana Point Harbor Revitalization Traffic and Parking Analysis* (RBF 2005) to calculate trips associated with the boater services amenities and parking spaces included in the proposed Project. Specifically, land uses taking access at Island Way/Dana Point Harbor Drive are predominantly boater services, and LSA compared traffic turning volumes at Island Way to the size of boater services in Planning Area 4 to develop weekday and Saturday trip generation rates for boater services. LSA applied the calculated rates to the 4,300 square feet of existing boater services and 6,800 square feet of future boater services in Planning Area 3. After reviewing the existing and future boater services traffic volumes, and considering that future access is possible from both the right-in/right-out driveway on Dana Point Harbor Drive and from Casitas Place, it was decided to assign the new boater services traffic volume to Island Way U-turns and the right-in/right-out driveway (4 inbound and 2 outbound in the a.m. peak hour; 4 inbound and 2 outbound in the p.m. peak hour, and 6 inbound and 0 outbound in the Saturday midday peak hour).

Figures 8a and 8b illustrate the Project trip distribution and resulting assignment of Project trips at each study intersection. It should be noted that westbound left-turn volume at Island Way/Dana Point Harbor Drive comprises U-turns.



← 1 / 1 ↳ 42 / 46 1 / 1 →	← 39 / 45 ↲ -4 / -6 32 / 45 → ↱ -5 / -6	2 / 2 ↓ ↲ 4 / 4 5 / 5 ↴ ↰ ↑ 4 / 5 1 / 2	10 / 11 ↓ 5 / 5 ↴ ↰ ↑ 4 / 5 5 / 7	15 / 17 ↵ ← 19 / 22 9 / 13 ↱ 16 / 24 →	← 19 / 21 16 / 24 →
1 Island Way/Dana Point Harbor Drive	2 Casitas Place/Dana Point Harbor Drive	3 Golden Lantern/PCH	4 Golden Lantern/Del Prado Avenue	5 Golden Lantern/Dana Point Harbor Dr	6 Puerto Place/Dana Point Harbor Dr
16 / 18 ↓ ↲ 4 / 4 ↑ ↱ 14 / 20 3 / 4	2 / 2 ↓ ← 4 / 4 ↲ 14 / 16 ↑ ↱ 3 / 4 11 / 16	2 / 2 ↓ ↑ ↱ 1 / 2 2 / 2	2 / 2 →	9 / 10 ↵ ← 9 / 10 5 / 7 → 6 / 9 ↴	5 / 7 ↴ ↰ 9 / 10
7 Dana Point Harbor Drive/Park Lantern	8 Del Obispo St-Dana Point Harbor Dr/PCH	9 Del Obispo Street/Stonehill Drive	10 Camino Capistrano/Stonehill Drive	11 I-5 SB Ramps/Camino Las Ramblas	12 I-5 NB Ramps/Camino Las Ramblas

LSA

FIGURE 8a

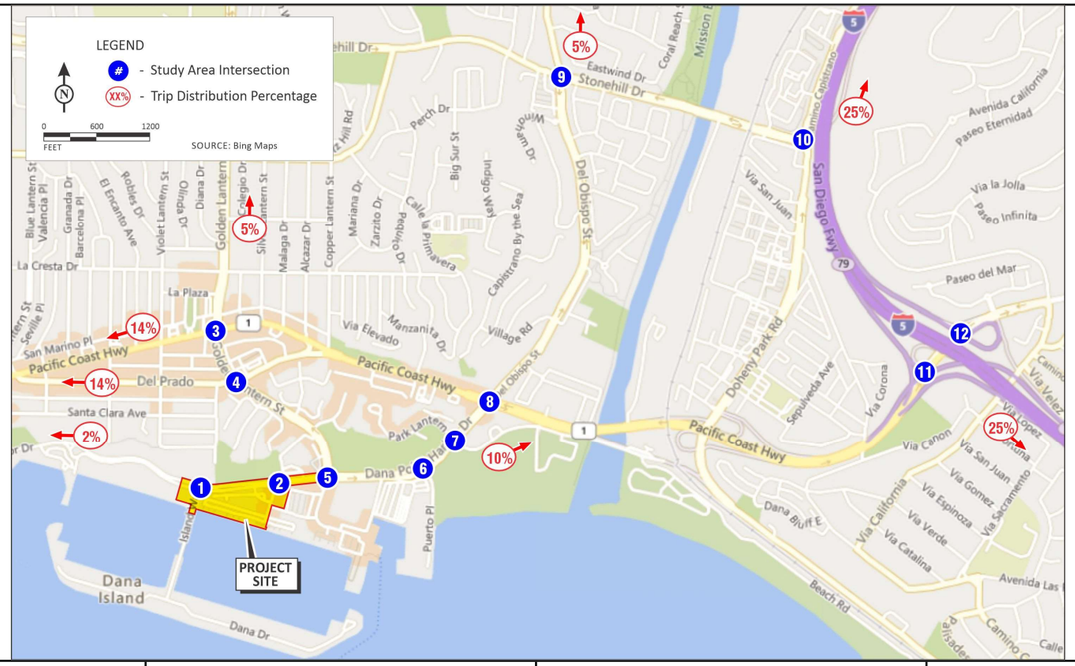
XXX / YYY AM / PM Volume

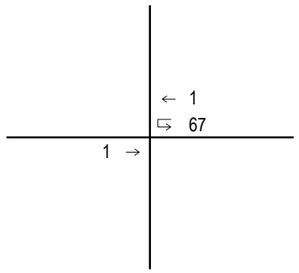
N

Dana Point Harbor Hotels

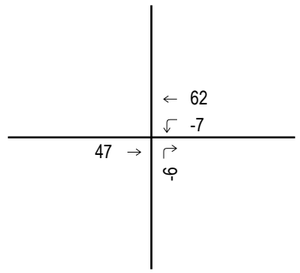
Weekday Peak Hour Project Trip Distribution and Assignment

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Project Volumes_Weekday.xls

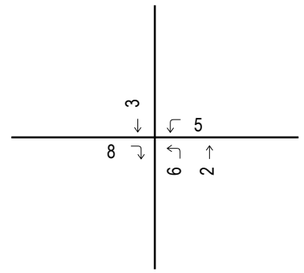




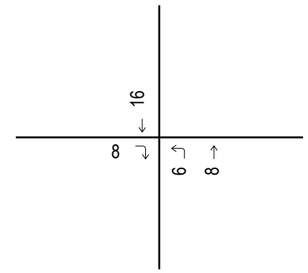
1 Island Way/Dana Point Harbor Drive



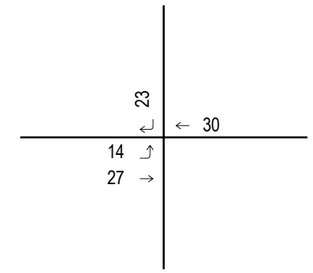
2 Casitas Place/Dana Point Harbor Drive



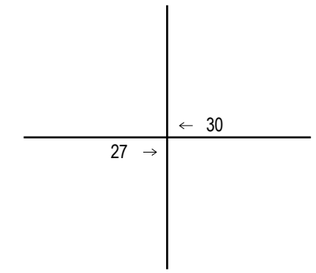
3 Golden Lantern/PCH



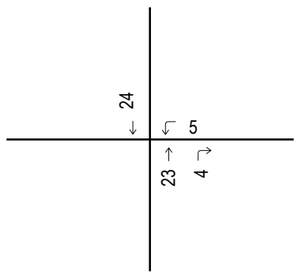
4 Golden Lantern/Del Prado Avenue



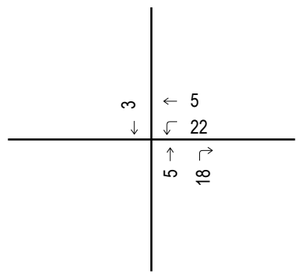
5 Golden Lantern/Dana Point Harbor Dr



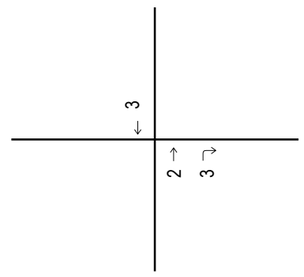
6 Puerto Place/Dana Point Harbor Dr



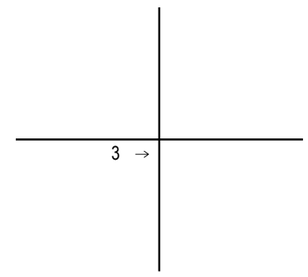
7 Dana Point Harbor Dr/Park Lantern



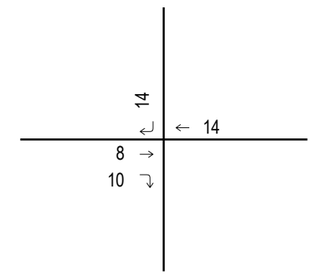
8 Del Obispo St-Dana Point Harbor Dr/PCH



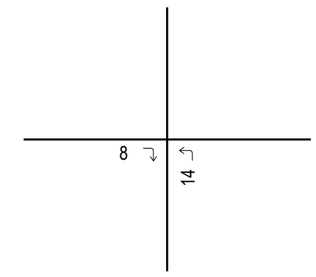
9 Del Obispo Street/Stonehill Drive



10 Camino Capistrano/Stonehill Drive



11 I-5 SB Ramps/Camino Las Ramblas



12 I-5 NB Ramps/Camino Las Ramblas

LSA

FIGURE 8b

zzz Saturday Peak Hour Volume

N

Dana Point Harbor Hotels

Saturday Peak Hour Project Trip Distribution and Assignment

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Project Volumes_Saturday.xls

EXISTING PLUS PROJECT CONDITION

The net Project trips were added to the existing traffic volumes at the study intersections. Figures 9a and 9b show the resulting Existing Plus Project peak-hour traffic volumes. Table F summarizes the results of the Existing Plus Project LOS analysis for all study intersections. LOS worksheets for the Existing Plus Project condition are provided in Appendix D. As Table F indicates, all study intersections are anticipated to operate at an acceptable LOS in the weekday a.m. peak-hour, weekday p.m. peak-hour, and Saturday midday peak-hour scenarios.

Table F: Existing Plus Project Intersection LOS Summary

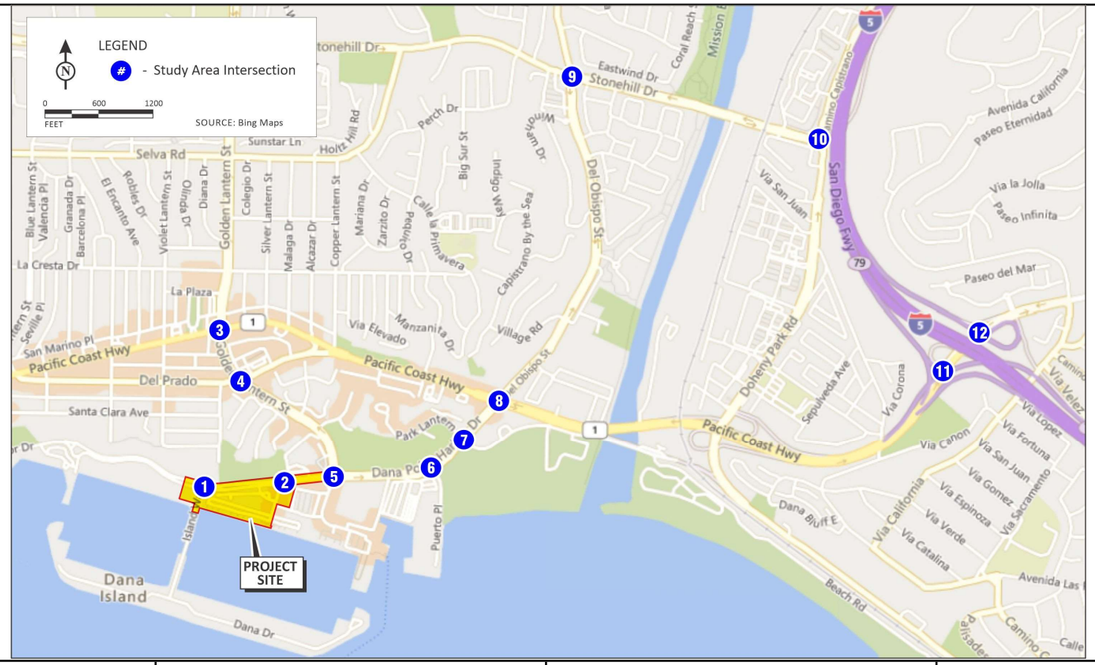
Intersection	AM Peak Hour		PM Peak Hour		Saturday Midday	
	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
1. Island Way/Dana Point Harbor Dr.	12.0 sec	B	15.1 sec	C	21.2 sec	C
2. Casitas Place/Dana Point Harbor Dr.	0.271	A	0.440	A	0.444	A
3. Golden Lantern/PCH (CMP)	0.546	A	0.641	B	0.689	B
4. Golden Lantern/Del Prado Ave. (CMP)	0.265	A	0.351	A	0.425	A
5. Golden Lantern/Dana Point Harbor Dr.	0.319	A	0.419	A	0.539	A
6. Puerto Place/Dana Point Harbor Dr.	0.252	A	0.313	A	0.401	A
7. Dana Point Harbor Dr./Park Lantern	0.304	A	0.491	A	0.536	A
8. Del Obispo St.-Dana Point Harbor Dr./PCH	0.554	A	0.641	B	0.666	B
9. Del Obispo St./Stonehill Dr.	0.607	B	0.618	B	0.670	B
10. Camino Capistrano/Stonehill Dr.	0.529	A	0.677	B	0.828	D
10. Camino Capistrano/Stonehill Dr. (HCM)	20.8 sec	C	28.7 sec	C	33.4 sec	C
11. I-5 SB Ramps/Camino Las Ramblas	0.225	A	0.319	A	0.302	A
11. I-5 SB Ramps/Camino Las Ramblas (HCM)	0.6 sec	A	0.7 sec	A	0.8 sec	A
12. I-5 NB Ramps/Camino Las Ramblas	0.160	A	0.240	A	0.213	A
12. I-5 NB Ramps/Camino Las Ramblas (HCM)	7.4 sec	A	6.5 sec	A	6.0 sec	A

Source: LSA (2025).

☐ = Unsatisfactory LOS
CMP = Congestion Management Program
HCM = Highway Capacity Manual
I-5 = Interstate 5
ICU = intersection capacity utilization
LOS = level of service
NB = northbound
PCH = Pacific Coast Highway
SB = southbound
sec = seconds

OPENING YEAR (2028) PLUS PROJECT CONDITION

The net Project trips were added to the baseline Opening Year (2028) traffic volumes at the study intersections. Figures 10a and 10b show the resulting Opening Year (2028) Plus Project peak-hour traffic volumes. Table G summarizes the results of the Opening Year (2028) Plus Project LOS analysis for all study intersections. LOS worksheets for the Opening Year (2028) Plus Project condition are provided in Appendix E. As Table G indicates, all study intersections are anticipated to operate at an acceptable LOS in the weekday a.m. peak-hour, weekday p.m. peak-hour, and Saturday midday peak-hour scenarios.



184 / 327 →	← 305 / 189	
27 / 41 ↴	↙ 161 / 207	
	17 / 16 ↰	78 / 205 ↱

1 Island Way/Dana Point Harbor Drive

275 / 562 →	← 452 / 384	
18 / 20 ↴	↙ 70 / 48	
	11 / 12 ↰	15 / 31 ↱

2 Casitas Place/Dana Point Harbor Drive

49 / 124 ↱	535 / 772 →	36 / 61 ↴	↰ 146 / 222
83 / 103 ↴	262 / 260 ↓	241 / 261 ↘	← 817 / 766
			↙ 36 / 51
	50 / 127 ↰	103 / 265 ↑	20 / 42 ↱

3 Golden Lantern/PCH

18 / 43 ↱	61 / 142 →	100 / 102 ↴	↰ 12 / 38
32 / 53 ↴	222 / 221 ↓	50 / 94 ↘	← 90 / 152
			↙ 34 / 38
	44 / 74 ↰	120 / 243 ↑	23 / 29 ↱

4 Golden Lantern/Del Prado Avenue

83 / 170 ↱	203 / 431 →	15 / 19 ↴	↰ 95 / 131
134 / 137 ↴	98 / 96 ↓	95 / 159 ↘	← 402 / 319
			↙ 158 / 151
	39 / 18 ↰	31 / 73 ↑	62 / 116 ↱

5 Golden Lantern/Dana Point Harbor Dr

290 / 659 →	← 634 / 559	
53 / 38 ↴	↙ 64 / 82	
	27 / 35 ↰	59 / 103 ↱

6 Puerto Place/Dana Point Harbor Dr

29 / 90 ↱	5 / 8 →	11 / 35 ↴	↰ 48 / 104
46 / 70 ↴	662 / 563 ↓	169 / 227 ↘	← 1 / 0
			↙ 22 / 45
	10 / 19 ↰	311 / 691 ↑	31 / 75 ↱

7 Dana Point Harbor Drive/Park Lantern

77 / 133 ↱	821 / 1129 →	100 / 110 ↴	↰ 190 / 250
110 / 118 ↴	135 / 141 ↓	259 / 278 ↘	← 1180 / 1340
			↙ 659 / 622
	33 / 80 ↰	90 / 141 ↑	234 / 529 ↱

8 Del Obispo St-Dana Point Harbor Dr/PCH

153 / 112 ↱	885 / 794 →	115 / 93 ↴	↰ 196 / 415
216 / 78 ↴	326 / 343 ↓	270 / 224 ↘	← 498 / 799
			↙ 95 / 140
	81 / 178 ↰	162 / 281 ↑	118 / 127 ↱

9 Del Obispo Street/Stonehill Drive

216 / 241 ↱	832 / 605 →	252 / 331 ↴	
580 / 767 ↴	293 / 552 ↓	50 / 98 ↘	
	243 / 612 ↰	251 / 306 ↑	228 / 358 ↱

10 Camino Capistrano/Stonehill Drive

414 / 656 →			
963 / 946 ↴	180 / 260 ↘		↰ 133 / 130
			← 172 / 149

11 I-5 SB Ramps/Camino Las Ramblas

23 / 51 ↱	240 / 396 →	328 / 478 ↴	↰ 6 / 6
35 / 40 ↴	2 / 7 ↘		← 255 / 238
			↙
	19 / 18 ↰	5 / 34 ↑	65 / 118 ↱

12 I-5 NB Ramps/Camino Las Ramblas

LSA

XXX / YYY AM / PM Volume

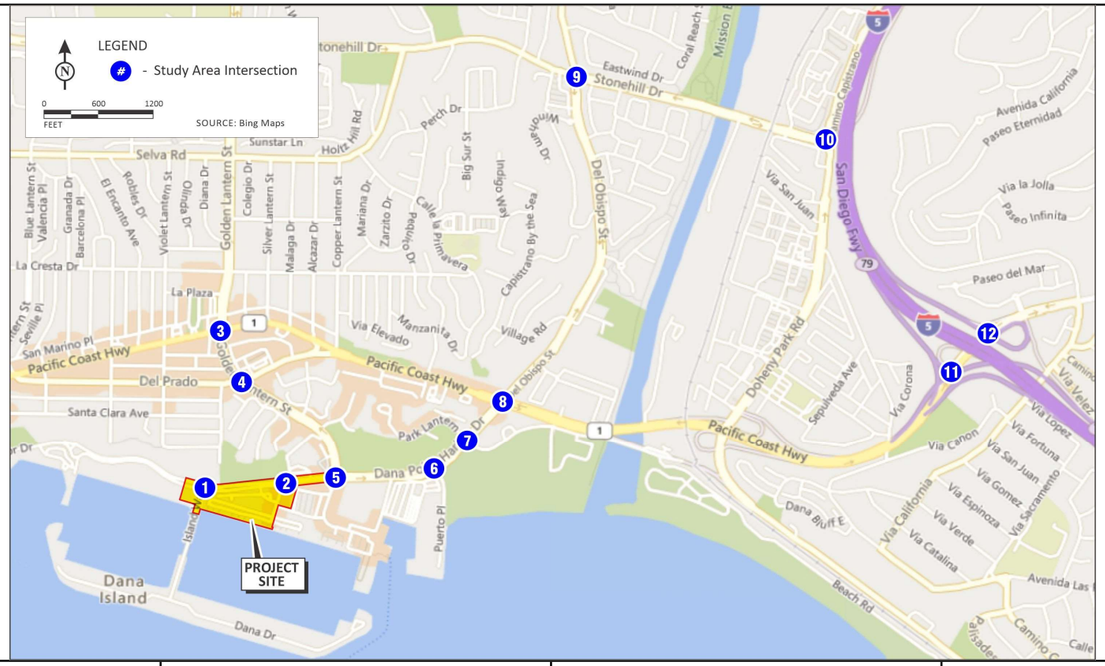
N

FIGURE 9a

Dana Point Harbor Hotels

Existing Plus Project Weekday Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Existing Plus Project Volumes_Weekday.xls



1 Island Way/Dana Point Harbor Drive	2 Casitas Place/Dana Point Harbor Drive	3 Golden Lantern/PCH	4 Golden Lantern/Del Prado Avenue
358 → 84 ↲ ; ↖ 21 ↱ 191 ; ← 390 ↙ 257	531 → 48 ↲ ; ↖ 45 ↱ 39 ; ← 602 ↙ 46	↲ 172 ↓ 394 ↳ 286 ; 118 ↱ 652 → 81 ↲ ; ↖ 119 ↑ 254 ↱ 29 ; ↰ 122 ← 787 ↙ 67	↲ 76 ↓ 365 ↳ 96 ; 42 ↱ 110 → 146 ↲ ; ↖ 103 ↑ 280 ↱ 46 ; ↰ 29 ← 138 ↙ 58
5 Golden Lantern/Dana Point Harbor Dr	6 Puerto Place/Dana Point Harbor Dr	7 Dana Point Harbor Drive/Park Lantern	8 Del Obispo St-Dana Point Harbor Dr/PCH
↲ 217 ↓ 115 ↳ 212 ; 223 ↱ 387 → 54 ↲ ; ↖ 55 ↑ 123 ↱ 169 ; ↰ 117 ← 429 ↙ 182	682 → 96 ↲ ; ↖ 71 ↱ 168 ; ← 716 ↙ 184	↲ 118 ↓ 721 ↳ 275 ; 53 ↱ 37 → 48 ↲ ; ↖ 37 ↑ 663 ↱ 156 ; ↰ 116 ← 32 ↙ 82	↲ 154 ↓ 205 ↳ 265 ; 132 ↱ 978 → 146 ↲ ; ↖ 90 ↑ 118 ↱ 508 ; ↰ 136 ← 1105 ↙ 756
9 Del Obispo Street/Stonehill Drive	10 Camino Capistrano/Stonehill Drive	11 I-5 SB Ramps/Camino Las Ramblas	12 I-5 NB Ramps/Camino Las Ramblas
↲ 93 ↓ 344 ↳ 237 ; 123 ↱ 766 → 90 ↲ ; ↖ 104 ↑ 193 ↱ 184 ; ↰ 339 ← 941 ↙ 245	↲ 792 ↓ 678 ↳ 57 ; 214 ↱ 597 → 444 ↲ ; ↖ 799 ↑ 280 ↱ 462	↲ 826 ↳ 187 ; 669 → 1102 ↲ ; ↰ 111 ← 191	↲ 39 ↳ 8 ; 37 ↱ 305 → 487 ↲ ; ↖ 29 ↑ 19 ↱ 117 ; ↰ 7 ← 227

LSA

zzz Saturday Peak Hour Volume

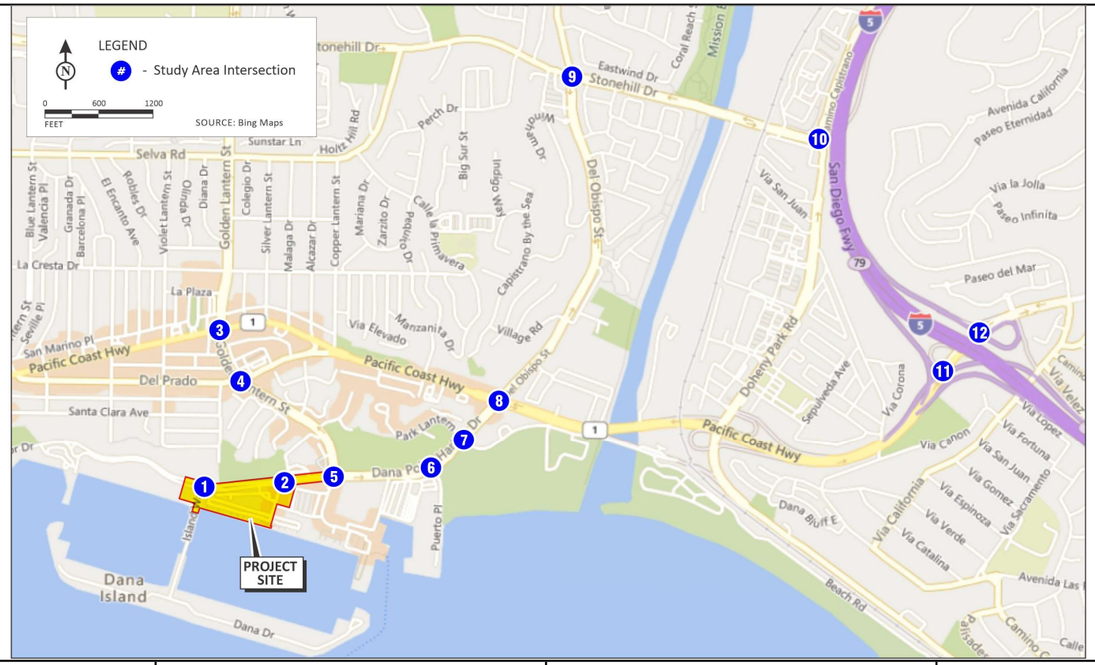
N

FIGURE 9b

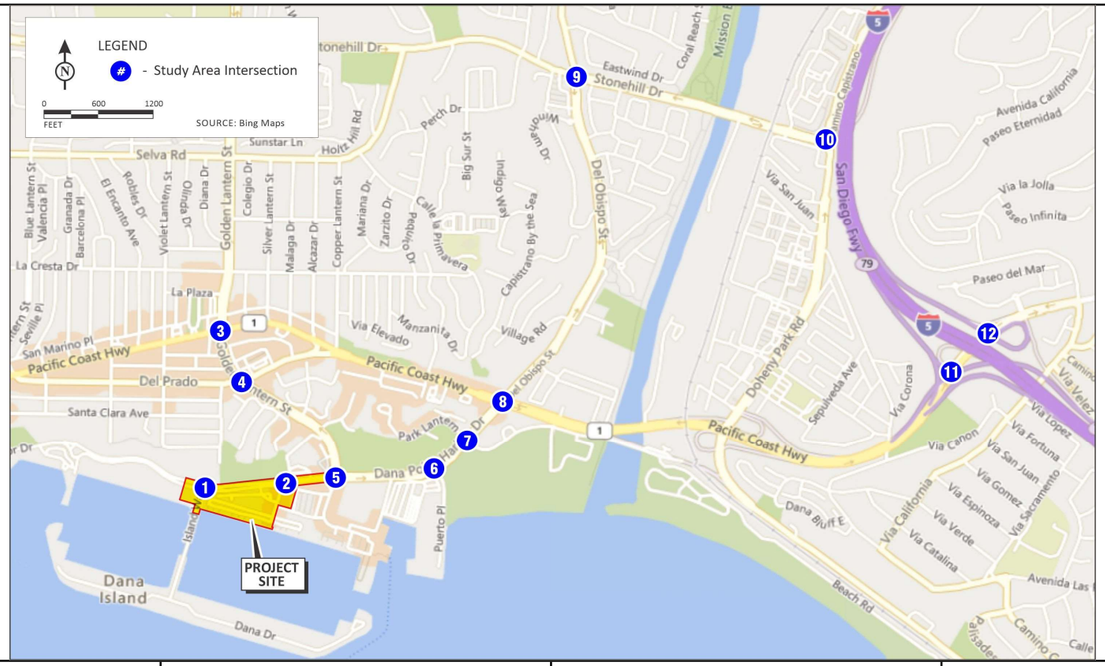
Dana Point Harbor Hotels

Existing Plus Project Saturday Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Existing Plus Project Volumes_Saturday.xls



			← 314 / 197						← 464 / 396						← 732 / 673						← 732 / 673	
			↰ 169 / 217						↰ 198 / 201						↰ 65 / 84						↰ 65 / 84	
192 / 339	→	↰	↱		286 / 579	→	↰	↱		93 / 183	↱	↰	↑	↱		18 / 44	↱	↰	↑	↱		403 / 799	→	↰	↱
28 / 42	↴	17 / 16	82 / 211		20 / 23	↴	13 / 14	130 / 167		603 / 869	→	51 / 129	115 / 281	47 / 74		62 / 145	→	82 / 119	158 / 290	23 / 30		54 / 39	↴	28 / 36	60 / 105
										37 / 62	↴					147 / 158	↴								
1 Island Way/Dana Point Harbor Drive					2 Casitas Place/Dana Point Harbor Drive					3 Golden Lantern/PCH						4 Golden Lantern/Del Prado Avenue						6 Puerto Place/Dana Point Harbor Dr			



1 Island Way/Dana Point Harbor Drive	2 Casitas Place/Dana Point Harbor Drive	3 Golden Lantern/PCH	4 Golden Lantern/Del Prado Avenue	5 Golden Lantern/Dana Point Harbor Dr	6 Puerto Place/Dana Point Harbor Dr
← 406 ↙ 272 375 → ↰ ↱ 86 ↴ 21 199	← 622 ↙ 332 550 → ↰ ↱ 54 ↴ 50 292	↰ 133 ← 889 ↙ 244 234 427 302 ↴ ↓ ↳ 167 ↱ ↰ ↑ ↱ 743 → 121 279 89 82 ↴	↰ 30 ← 141 ↙ 59 78 573 98 ↴ ↓ ↳ 43 ↱ ↰ ↑ ↱ 112 → 186 364 47 250 ↴	↰ 119 ← 627 ↙ 189 322 318 216 ↴ ↓ ↳ 367 ↱ ↰ ↑ ↱ 510 → 60 145 292 60 ↴	← 923 ↙ 188 931 → ↰ ↱ 98 ↴ 72 171
7 Dana Point Harbor Drive/Park Lantern	8 Del Obispo St-Dana Point Harbor Dr/PCH	9 Del Obispo Street/Stonehill Drive	10 Camino Capistrano/Stonehill Drive	11 I-5 SB Ramps/Camino Las Ramblas	12 I-5 NB Ramps/Camino Las Ramblas
↰ 128 ← 33 ↙ 135 120 878 290 ↴ ↓ ↳ 54 ↱ ↰ ↑ ↱ 38 → 38 871 200 49 ↴	↰ 165 ← 1386 ↙ 894 170 237 270 ↴ ↓ ↳ 148 ↱ ↰ ↑ ↱ 1131 → 92 143 701 149 ↴	↰ 409 ← 960 ↙ 266 95 376 314 ↴ ↓ ↳ 125 ↱ ↰ ↑ ↱ 781 → 106 217 231 92 ↴	808 692 58 ↴ ↓ ↳ 218 ↱ ↰ ↑ ↱ 621 → 857 286 495 514 ↴	↰ 113 ← 412 1059 191 ↴ ↳ 822 → 1301 ↴	↰ 7 ← 232 40 8 ↴ ↳ 38 ↱ ↰ ↑ ↱ 311 → 246 19 119 637 ↴

LSA

FIGURE 10b

zzz Saturday Peak Hour Volume

N

Dana Point Harbor Hotels

Opening Year (2028) Plus Project Saturday Traffic Volumes

P:\2024\20241680 - DP Harbor Hotels\Transportation\Report\Figures\Opening Plus Project Volumes_Saturday.xls

Table G: Opening Year (2028) Plus Project Intersection LOS Summary

Intersection	AM Peak Hour		PM Peak Hour		Saturday Midday	
	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS
1. Island Way/Dana Point Harbor Dr.	12.2 sec	B	15.6 sec	C	23.2 sec	C
2. Casitas Place/Dana Point Harbor Dr.	0.424	A	0.621	B	0.772	C
3. Golden Lantern/PCH (CMP)	0.609	B	0.721	C	0.771	C
4. Golden Lantern/Del Prado Ave. (CMP)	0.344	A	0.435	A	0.598	A
5. Golden Lantern/Dana Point Harbor Dr.	0.438	A	0.563	A	0.785	C
6. Puerto Place/Dana Point Harbor Dr.	0.282	A	0.355	A	0.477	A
7. Dana Point Harbor Dr./Park Lantern	0.340	A	0.551	A	0.638	A
8. Del Obispo St.-Dana Point Harbor Dr./PCH	0.603	B	0.702	C	0.757	C
9. Del Obispo St./Stonehill Dr.	0.657	B	0.694	B	0.756	C
9. Del Obispo St./Stonehill Dr.[1]	0.569	A	0.694	B	0.726	C
10. Camino Capistrano/Stonehill Dr.	0.552	A	0.729	C	0.892	D
10. Camino Capistrano/Stonehill Dr. (HCM)	22.1 sec	C	28.6 sec	C	37.4 sec	D
11. I-5 SB Ramps/Camino Las Ramblas	0.267	A	0.352	A	0.348	A
11. I-5 SB Ramps/Camino Las Ramblas (HCM)	0.7 sec	A	0.8 sec	A	0.9 sec	A
12. I-5 NB Ramps/Camino Las Ramblas	0.214	A	0.289	A	0.310	A
12. I-5 NB Ramps/Camino Las Ramblas (HCM)	6.2 sec	A	6.3 sec	A	5.8 sec	A

Source: LSA (2025).

[1] Includes the planned, but not yet fully funded addition of a third eastbound through lane on Stonehill Drive anticipated as part of the Ganahl Lumber Development Project.

☐ = Unsatisfactory LOS
CMP = Congestion Management Program
HCM = Highway Capacity Manual
I-5 = Interstate 5
ICU = intersection capacity utilization
LOS = level of service
NB = northbound
PCH = Pacific Coast Highway
SB = southbound
sec = seconds

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Table E demonstrated that the proposed Project would generate fewer than 2,400 net new trips. Therefore, the proposed Project would not be required by the CMP to prepare an analysis of the CMP Highway System. However, two intersections in the study area are included in the CMP Highway System, and the LOS results presented above are summarized here.

Table H summarizes the LOS calculations for these two intersections. The Orange County CMP stipulates the requirements for maintaining LOS E at CMP intersections. Table H shows that LOS E or better is anticipated at the CMP intersections. Therefore, the proposed Project would not impact the CMP Highway System.

Table H: CMP Intersection LOS Summary

Intersection	No Project				Plus Project				Change With Project	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
3. Golden Lantern/PCH										
Existing	0.542	A	0.637	B	0.546	A	0.641	B	0.004	0.004
2028	0.605	B	0.717	C	0.609	B	0.721	C	0.004	0.004
4. Golden Lantern/Del Prado Avenue										
Existing	0.257	A	0.346	A	0.265	A	0.351	A	0.008	0.005
2028	0.336	A	0.425	A	0.344	A	0.435	A	0.008	0.010

Source: LSA (2025).
CMP = Congestion Management Program
ICU = intersection capacity utilization
LOS = level of service
PCH = Pacific Coast Highway

CALTRANS ANALYSIS

In a letter received on October 26, 2020, the California Department of Transportation (Caltrans) requested preparation of a traffic impact study to consider impacts to on State Route 1 (SR-1) and I-5. The City has accepted delegation of SR-1 (PCH) west of Doheny Park Road. In addition, the State's assessment of a project's potential impacts to transportation have shifted from vehicle LOS to VMT, which is discussed in the section below. Furthermore, the Caltrans *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002) provides guidance that a traffic impact study may be needed for projects assigning 50 to 100 peak hour trips to a State highway facility experiencing noticeable delay or approaching unstable traffic flow conditions. Figure 8a shows that the proposed Project's traffic volume during the weekday peak hours is low (i.e., below this guidance threshold).

However, an analysis of vehicle LOS impacts was prepared for the proposed Project, and intersections along SR-1 and intersections with I-5 were included in the study area. This information is summarized for informational purposes as requested in the Caltrans letter dated October 26, 2020. As stated above, all study intersections are anticipated to operate at LOS D or better without or with Project traffic. Table I summarizes the LOS calculations for the intersections within Caltrans jurisdiction. As Table I shows, the Caltrans intersections are anticipated to operate at LOS D or better without or with the proposed Project. Project traffic has a small effect on intersection performance, which would be expected given the low traffic volumes identified on Figure 8a.

In a letter received on August 19, 2024, Caltrans requested that a VMT-based analysis be provided. The following section analyzes the Project's VMT.

VEHICLE MILES TRAVELED

According to the revised *State CEQA Guidelines* codified in Section 15064.3(a), project-related transportation impacts are generally best measured by evaluating the project's VMT. VMT refers to the amount and distance of automobile travel attributable to a project.

Table I: Caltrans Intersection LOS Summary

Intersection	No Project				Plus Project				Change with Project	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	AM	PM
10. Camino Capistrano/Stonehill Dr.										
Existing	20.8	C	28.7	C	20.8	C	28.7	C	0.0	0.0
2028	21.9	C	28.6	C	22.1	C	28.6	C	0.2	0.3
11. I-5 SB Ramps/Camino Las Ramblas										
Existing	0.6	A	0.7	A	0.6	A	0.7	A	0.0	0.0
2028	0.7	A	0.8	A	0.7	A	0.8	A	0.0	0.0
12. I-5 NB Ramps/Camino Las Ramblas										
Existing	7.4	A	6.5	A	7.4	A	6.5	A	0.0	0.0
2028	6.3	A	6.3	A	6.2	A	6.3	A	(0.1)	0.0

Source: LSA (2025).
I-5 = Interstate 5
ICU = intersection capacity utilization
LOS = level of service
NB = northbound
SB = southbound
sec = seconds

In order to determine whether a project has a significant transportation impact under CEQA, the traffic analysis must determine whether the project would conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3 subdivision (b). Specifically related to land use projects, Section 15064.3(b) of the California Code of Regulations states the following:

> Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

The City has not yet adopted applicable thresholds of significance related to VMT. However, *State CEQA Guidelines* Section 15064.7(c) states the following:

> When adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency is supported by substantial evidence.

Although the City has not adopted specific VMT thresholds, the County has adopted the *Guidelines for Evaluating Vehicle Miles Traveled under CEQA for the County of Orange* (County Guidelines) and the *2020 Updated Transportation Implementation Manual* (Implementation Manual). The County Guidelines establish analysis methodology for land development projects. The Implementation Manual describes the procedures for vehicle LOS and VMT analysis for facilities under the sole control of the County. Previous versions of this analysis applied methodology for analysis of hotel land uses similar to those applied by another public agency in Orange County. Because Dana Point Harbor is owned and operated by the County, application of the County Guidelines is more appropriate in lieu of guidelines adopted by the City. The County Guidelines follow the recommendation of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research [OPR] 2018) in establishing numeric thresholds for residential, office, and retail projects. As a commercial project other than a residential, office, or retail development, the County Guidelines state that the proposed Project should be evaluated based on the VMT per employee generated by the

Project. The values of VMT and number of employees are available for the Projects' analysis zones within the regional traffic model; thus, this calculation can be made directly.

County Guidelines VMT Analysis

The County Guidelines establish a threshold of no net increase in the VMT rate for other land uses consistent with the General Plan or a threshold of 15 percent below the existing regional average rate for land uses inconsistent with the General Plan. The County Guidelines provide substantial evidence for use of the County as the regional average.

LSA used the Orange County Transportation Analysis Model (OCTAM) to calculate the VMT anticipated to result from the proposed Project. Because both the County Guidelines and the Implementation Manual make clear that the significance threshold is measured against the "existing regional average," the baseline model year is used in this analysis. Traffic models group geographic areas of a city or region (often grouped by land use type) into districts/zones. A Traffic Analysis Zone (TAZ) will have trips attracted to it and/or leaving it based on the land uses and their trip-making characteristics. The traffic model will match trips generated and trips attracted between TAZs and assign those trips along the roadway network. The traffic model's baseline year output is checked against empirical data of actual traffic volumes to adjust the model's variables and ultimately validate its prediction of the region's trip making. Future traffic volumes are forecasted by applying the validated baseline year assumptions to future changes to land uses and the roadway network. The validation of the baseline year against empirical traffic data is another reason why use of the baseline year to analyze a proposed Project against the "existing regional average" threshold is the best tool.

A TAZ with employment land uses will attract trips that its employees are making as they travel from home to work. A traffic model would pair these attractions with residential trips generated by people making a trip from home to work. These trips between home and work are labeled "Home-Based-Work" in the traffic model output. LSA isolated the Home-Based-Work VMT generated by hotel employees in the Project's TAZ. The OCTAM model calculated trips and trip distances into and out of this TAZ, and the output shows 1,344 VMT are projected for the Project's employees. The OCTAM model output also shows that 94 employees are estimated by the model based on the size of the land use.

LSA verified the number of employees in two ways. First, the PMP states that the hotels are anticipated to have between 85 and 100 employees working the morning shift and 60 to 75 employees working the second shift. Based on this information, a maximum of 175 employees are possible. Taking the midpoint of these ranges results in an estimate of 160 employees. Second, LSA queried the ITE *Trip Generation Manual* to develop an employees-per-room ratio based on published rates for trips per room and trips per employee. This method estimates 94 employees for the 299 hotel rooms, which matches the OCTAM model output. Table J calculates VMT per employee based on this lower employee estimate. Calculating VMT per employee based on a higher employee estimate would artificially decrease the VMT per employee calculation and would not be the most conservative approach.

Table J: Project VMT Calculations

OCTAM Model Output		Baseline Model
Daily VMT[1]		1,344
Employees		
Dana House Hotel		72
Hotel Rooms	130	
Employees per Room[2]	0.557	
Dana Point Surf Lodge		22
Hotel Rooms	169	
Employees per Room[3]	0.133	
Total Employees		**94[4]**
VMT per Employee		**14.3**
Regional Average VMT per Employee[5]		**24.1**
15 Percent Below Regional Average		**20.5**

Source: Compiled by LSA using OCTAM (2025).

1 Orange County Transportation Analysis Model (OCTAM) Home-Based-Work VMT (i.e., VMT traveling between a person's home and their work)

2 Comparison of ITE *Trip Generation Manual* trips/room and trips/employee rates for Land Use 310, Hotel

3 Comparison of ITE *Trip Generation Manual* trips/room and trips/employee rates for Land Use 320, Motel

4 This value matches employee estimates from OCTAM and the ITE *Trip Generation Manual* and presents a more conservative analysis than applying a higher estimated number of employees identified in the project's parking analysis

5 *Guidelines for Evaluating Vehicle Miles Traveled Under CEQA for the County of Orange* (County of Orange 2020)

ITE = Institute of Transportation Engineers
VMT = vehicle miles traveled

Table J shows that the Project is anticipated to generate 14.3 VMT per employee. This is more than 15 percent less than the regional average of 24.1 VMT per employee. The proposed Project does not exceed an applicable threshold and would, therefore, have a less than significant impact. The PMP recommended that a transportation coordinator be appointed for employees within Planning Area 3. If this recommendation is adopted, further VMT reductions are anticipated.

Additional VMT Analysis

The section above presents the analysis according to the County Guidelines and is the analysis used to make the significance determination. This section provides additional information that can be determined and disclosed for the proposed Project.

Future VMT

Even though the County Guidelines and Implementation Manual make clear that the significance threshold being measured against is the existing regional average, LSA also calculated future year VMT per employee for the Project TAZ. The OCTAM future year model is validated for the year 2050. In this future year, the proposed Project is anticipated to generate 1,294 VMT, which would equate to 13.8 VMT per employee.

VMT Per Service Population

As discussed above, the County Guidelines specify that other commercial projects (e.g., the proposed Project) should be evaluated based on the project's VMT per employee. LSA also calculated the Project's VMT per service population (i.e., employees plus hotel guests) to provide further information in regard to other sources of VMT from the Project. This analysis was based on OCTAM model output. OCTAM model output for the Project TAZ estimates 228 hotel guests making vehicle trips each day in addition to the 94 employees. OCTAM does not have a fixed formula for hotel guests per hotel room, but the model's coefficients are adjusted during the validation phase to match model output with empirical traffic volume data. Estimating a higher number of hotel guests to account for guests not making vehicle trips from the hotel would increase the service population and lower the VMT per service population calculation.

Table K summarizes the calculation of the Project's VMT per service population and compares to the County's regional average. The Project's 1,344 Home-Based Work VMT (i.e., VMT generated traveling from a person's home to their work) is the same as shown in Table J. The 2,817 Other VMT are calculated by OCTAM based on the Productions and Attractions (PA) of the Project. This methodology isolates hotel-generated VMT and avoids mixing in boater trips present in the TAZ's Origins and Destinations (OD). To present a comparison of equivalent data, Table K presents the County's PA VMT by category. The VMT per service population divides the total VMT (i.e., the total of resident-based, employment-based, and other VMT categories) by the total population (i.e., residents, employees, and all other population).

Table K: Additional VMT Per Service Population Calculation

	Baseline Model		Future Model (2050)	
	Project	**Region**	**Project**	**Region**
Resident Population	0	3,196,231	0	3,327,124
Employment	94	1,805,476	94	2,018,954
Other Population	228	783,227	228	760,658
Total Service Population	322	5,784,934	322	6,106,736
Home-Based VMT	0	49,692,612	0	53,565,267
Home-Based-Work VMT	1,344	31,115,291	1,294	32,279,841
Other VMT	2,817	54,299,970	2,773	58,679,817
Total VMT	4,161	135,107,873	4,097	144,524,925
VMT Per Service Population	12.9	23.4	12.6	23.7
15 Percent Below Regional Average	–	19.9	–	20.1

Source: Compiled by LSA using OCTAM (2025).
OCTAM = Orange County Transportation Analysis Model
VMT = vehicle miles traveled

As Table K shows, The Project's VMT per service population in the baseline model is 12.9 and in the future year model is 12.6. Although no threshold exists as this additional analysis is not specified in the County Guidelines, it should be noted that the Project VMT per service population is more than 15 percent less than the regional average.

ACCESS AND ON-SITE CIRCULATION ANALYSIS

U-Turns at Island Way

As stated previously, vehicles can only enter the Dana Point Surf Lodge parking lot at the right-in/right-out driveway that will be located approximately 260 ft east of Island Way. Most vehicles will be approaching Dana Point Surf Lodge from the east and would either proceed westbound on Dana Point Harbor Drive until the turnaround located near Baby Beach or make a U-turn at Island Way/Dana Point Harbor Drive. This analysis assigned all traffic to the shorter route, which is making a U-turn at Island Way/Dana Point Harbor Drive.

As Tables F and G showed, the intersection of Island Way/Dana Point Harbor Drive is anticipated to operate at a satisfactory LOS even with the addition of Project U-turns. LSA also examined queueing in the westbound left-turn lane to confirm that the addition of anticipated left turns would not result in the queue exceeding the storage provided. The westbound left turn has a turn pocket with 300 ft of storage in the existing condition. This is sufficient to hold about 12 vehicles. Table L summarizes the calculated 95th percentile queues. This is the queue length that would not be exceeded 95 percent of the time and is the usual metric for maximum anticipated queue. The analysis software presents the calculation in fractions of vehicles. LSA has rounded these calculations up to the next whole number. As Table L shows, the queue in the westbound left-turn lane at Island Way/Dana Point Harbor Drive is not anticipated to exceed the existing storage in any of the plus Project analysis scenarios.

Table L: Island Way/Dana Point Harbor Drive Queueing Summary

	Westbound Left-Turn
Existing Plus Project	
AM Peak Hour	1 vehicle
PM Peak Hour	1 vehicle
Saturday Peak Hour	1 vehicle
Opening Year (2028) Plus Project	
AM Peak Hour	1 vehicle
PM Peak Hour	1 vehicle
Saturday Peak Hour	2 vehicles

Source: LSA (2025).

Casitas Place/Dana Point Harbor Drive

In the existing condition, protected-permitted signal phasing is provided for the westbound left-turn at Casitas Place/Dana Point Harbor Drive. This phasing provides a protected left-turn arrow at the beginning of the east-west cycle, then permits additional left turns to occur with the westbound through movement when no conflicting eastbound vehicles are present. Protected-permitted left-turn phasing allows more left turns to occur per cycle and reduces the queue of vehicles waiting to turn. At this location, limiting the westbound left-turn queue is necessary because the turn pocket sits back-to-back with the eastbound left-turn pocket for Golden Lantern/Dana Point Harbor Drive, and one turn pocket cannot be extended without shortening the other.

The trade-off when providing this protected-permitted signal phasing is that the crosswalk crossing Casitas Place receives a walk signal with the east-west through movement, but westbound left-turn vehicles may still attempt to complete a left turn. If drivers are not watching for pedestrians in the crosswalk simultaneously while watching eastbound traffic, then vehicle-pedestrian conflicts are possible.

Completion of the proposed Project may reduce the concern about vehicle-pedestrian conflicts because the proposed Project would provide an accessible and attractive alternative in the pedestrian promenade south of the hotels. However, LSA examined the operation of this intersection with protected-permitted signal phasing and with protected-only signal phasing.

The crosswalk along the east leg of the intersection connects to pathways up the coastal bluff to Heritage Park. This crosswalk receives a walk signal simultaneously with the green light for the northbound movement. The resulting conflict between right-turning vehicles and the crosswalk is present at most traffic signals. This conflict would not be resolved by changing westbound protected-permitted signal phasing to protected-only signal phasing. LSA tested an additional alternative retaining westbound protected-permitted signal phasing and adding a pedestrian-only signal phase.

Table M presents the results of this comparison. LOS and queueing worksheets are provided in Appendix F. As Table M shows, the westbound left-turn phasing could be modified to protected-only (Alternative 1) without resulting in an LOS or queueing impact. Table M also shows that a pedestrian-only phase could be added without resulting in an LOS or a queueing impact (Alternative 2).

Table M: Casitas Place/Dana Point Harbor Drive LOS and Queueing Summary

	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	ICU	LOS	WBL (180 ft)	ICU	LOS	WBL (180 ft)	ICU	LOS	WBL (180 ft)
Existing Plus Project									
No Change	0.419	A	28 ft	0.614	B	20 ft	0.765	C	19 ft
Alternative 1	0.419	A	59 ft	0.614	B	47 ft	0.765	C	45 ft
Alternative 2	0.539	A	28 ft	0.734	C	20 ft	0.885	D	19 ft
Opening Year (2028) Plus Project									
No Change	0.424	A	28 ft	0.621	B	26 ft	0.772	C	24 ft
Alternative 1	0.424	A	60 ft	0.621	B	48 ft	0.772	C	45 ft
Alternative 2	0.544	A	28 ft	0.741	C	26 ft	0.892	D	24 ft

Source: LSA (2025).
Alternative 1 = Convert the westbound left turn to protected-only phasing.
Alternative 2 = Retain the westbound left-turn protected-permitted phasing and add a pedestrian-only phase.
ft = foot/feet
ICU = intersection capacity utilization
LOS = level of service
WBL = westbound lane

Valet Parking

Dana Point Surf Lodge would be served by a gated parking field. Upon first arriving, guests would park in the circular arrival queuing area and check in. Once checked in, guests would have access through the parking gate and would self-park their vehicles. Similarly, tenants of boat slips would have access through separate parking gates to a separate self-park area serving the boater services amenities.

As previously stated, parking for Dana House Hotel would be provided solely through a valet service. The PMP analyzed the valet parking operation. The Dana House Hotel vehicle arrival areas (valet station porte cochere) has a planned 28 ft drive aisle, which is sufficient for three travel lanes (e.g., temporary parking for checking in, a pass-through lane, and a valet drop-off/pickup area. According to the PMP, the porte cochere and approach to the valet drop-off/pickup area have temporary queueing space for 9 to 10 vehicles.

The PMP analyzed how many valet attendants would be needed to limit queued vehicles to eight total (four waiting to be parked and four waiting for an attendant) given typical valet attendant processing times of 5.5 minutes to park a vehicle and 4.5 minutes to retrieve a vehicle. Based on these typical times, the PMP estimates that four valet attendants would be able to serve 40 to 44 inbound vehicles per hour without the queueing capacity being exceeded. However, Table E shows that peak inbound traffic volumes for the Dana House Hotel is estimated to be 53 vehicles per hour during the Saturday peak hour.

Valet attendant processing times are highly dependent on the distance between the valet stand and parking space. It is possible that four valet attendants would be able to serve the peak Saturday inbound volume without exceeding the available queueing area so long as the parking supply is managed to leave the closest parking spaces available in anticipation of the Saturday peak inbound period.

LSA concurs with the recommendation of the PMP that the valet plan should be reviewed periodically during the first year of operation to determine the optimal number of valet attendants needed for variable periods of parking demand.

Delivery Access

The PMP also briefly discussed the proposed Project's access plan. Figure 11 presents the proposed access routes including delivery truck access. LSA reviewed the truck turning movements presented in the PMP and concur that they demonstrate that a maximum of a three-axle truck could access the loading/unloading zones without blocking the adjacent roadway. The loading/unloading zone for Dana House Hotel would be located on the east side of the Project site along Casitas Place. Delivery trucks for Dana House Hotel would enter from the Casitas Place/Dana Point Harbor Drive traffic signal, pull straight in, and then back into the loading zone. These trucks would exit along the commercial core frontage road leading to Golden Lantern and the traffic signal at Golden Lantern/Dana Point Harbor Drive. After exiting the loading/unloading zone, trucks would drive forward along Casitas Place before turning to the commercial core frontage road; therefore, no backing up is required.

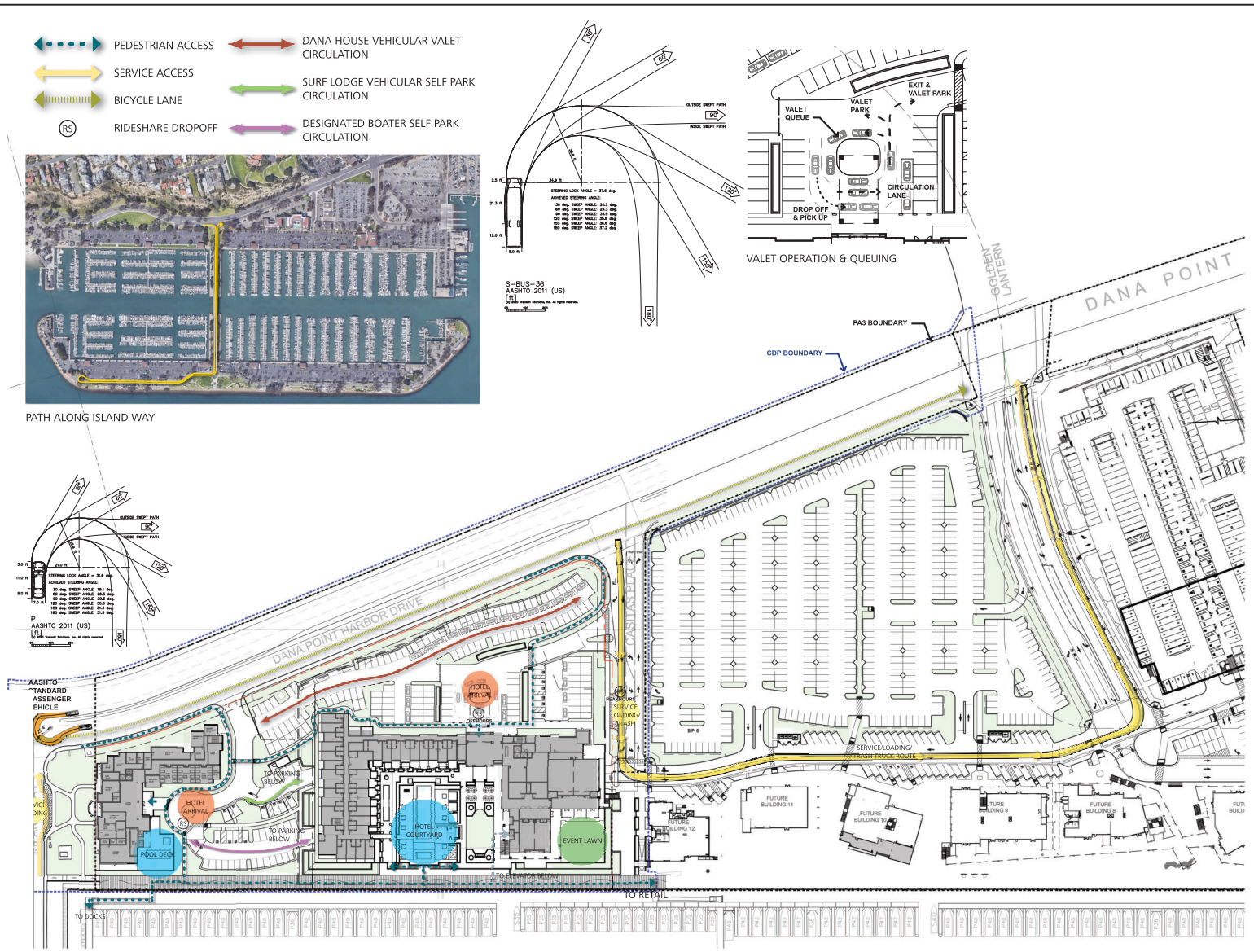


FIGURE 11

LSA

N

0 115 230

FEET

SOURCE: WATG

Dana Point Harbor Hotels

Truck Access Plan

I:\DPC2001\G\Traffic\Truck Access Plan.cdr (9/23/2024)

The loading/unloading zone for Dana Point Surf Lodge would be located on the west side of the Project site along Island Way. Delivery trucks for Dana Point Surf Lodge would turn left at the unsignalized intersection of Island Way/Dana Point Harbor Drive. It should be noted that the westbound left-turn lane at this intersection was discussed above. Queueing analysis concluded that the 300 ft turn pocket would be expected to typically have a queue of no more than one passenger vehicle.

The 300 ft turn pocket would be sufficient to hold a delivery truck. After turning onto Island Way, delivery trucks would travel to the west side turnaround at the end of Island Way, then pull into the loading zone on the east side of Island Way, adjacent to Dana Point Surf Lodge. These trucks would exit by traveling north to the intersection of Island Way/Dana Point Harbor Drive and turning right onto Dana Point Harbor Drive. Some delivery vehicles (e.g., 30 ft long box trucks) can follow this route only driving forward, with no backing required. Larger delivery trucks will not be able to negotiate the turnaround on Island Way in a single movement. Rather, a multistage U-turn requiring backing up would be necessary at the terminus of Island Way. This is a low-volume street, and any passenger vehicle approaching the turnaround from the connecting parking lot would be able to see the truck. This location should be able to accommodate the multistage U-turn required for large delivery trucks.

Neither of the access plans requires delivery trucks to enter the Project site. Both access plans are dependent on City streets for maneuvering delivery vehicles into and out of the loading zones.

CONSTRUCTION ANALYSIS

According to the Project description, construction equipment and vehicles will be staged on site. Although the proposed Project does not include any characteristics (e.g., permanent road closure or long-term blocking of road access) that would physically impair or otherwise interfere with the use of City streets, construction of the proposed Project would require temporary lane closures on Dana Point Harbor Drive, Island Way, and Casitas Place to allow for utility connections as well as sidewalk, gutter, and driveway improvements.

Project construction would occur for approximately 38 months. During project construction, the number of worker and truck trips per day is anticipated to be fewer than during Project operations, which are expected to generate approximately 1,104 net new daily vehicle trips. Although construction trip generation would be significantly less than the net trip generation of the proposed Project, which was determined to not have a significant effect on City streets, construction traffic impacts could result in traffic delays and detours.

In order to ensure that traffic impacts associated with construction activities and damage along haul routes are minimized, the proposed Project would be required to comply with Standard Condition (SC) 4.12-1 (SC 4.12-1), which requires the proposed Project to prepare and comply with a Construction Management Plan for that project. Development of a Construction Management Plan is also required by Mitigation Measure (MM) 4.5-3 of the Dana Point Harbor Revitalization Project Program Environmental Impact Report (EIR). Compliance with SC 4.12-1 and the Construction Management Plan also requires the Project Applicant's construction contractor to keep all haul routes used during the demolition and site preparation phases clean and free of debris and repair any damage to existing pavement, streets, curbs, or gutters along such routes. With implementation of SC 4.12-1, impacts due to construction delivery and haul trips would be alleviated.

CONCLUSIONS

This TIA identified the potential traffic and circulation impacts associated with the proposed demolition of the Dana Point Marina Inn (and existing boater services) and construction of two hotels (and replacement boater services). The Project site is primarily located within Planning Area 3 of the Dana Point Harbor Revitalization Plan. Access to the site is provided via a full-access intersection at Casitas Place/Dana Point Harbor Drive and a right-in/right-out driveway on Dana Point Harbor Drive west of Casitas Place, which would be moved from its current location 150 ft west of Casitas Place to a new location 260 ft east of Island Way. The TIA considered the proposed Project's effect on vehicle circulation on City streets, the proposed Project's effect on transportation according to recent changes to *State CEQA Guidelines*, and site access.

Based on the existing traffic volumes collected for the 12 study intersections and the additional traffic generated by the proposed Project, the TIA concluded that traffic impacts resulting from the proposed Project would be less than the City's thresholds of significance. If the Project operator adopts TDM strategies to encourage or facilitate alternatives to automobile travel, the Project trip generation could be lower than analyzed and the traffic impacts would still be less than the City's thresholds of significance. The proposed Project would also have minimal impact on CMP monitored intersections and intersections on the State Highway System.

The TIA considered the proposed Project's potential impact on transportation according to the revised *State CEQA Guidelines*, which require consideration of a Project's VMT. While the City has not yet adopted VMT guidelines or thresholds, application of the County Guidelines facilitated this analysis. LSA used the OCTAM traffic model to calculate the VMT anticipated to result from the proposed Project. The Project's VMT per employee (14.3) is more than 15 percent below the regional average VMT per employee (24.1). The proposed Project does not exceed an applicable threshold and would therefore have a less than significant impact on transportation according to CEQA. The PMP recommended that a transportation coordinator be appointed for employees within Planning Area 3. If this recommendation or other TDM strategies are adopted, further VMT reductions are anticipated.

Site access considered U-turns at Island Way/Dana Point Harbor Drive that are necessary to access the Dana Point Surf Lodge right-in/right-out driveway. Queues in the westbound left-turn lane would be less than the available turn-pocket storage. Similarly, westbound left-turn queues at Casitas Place/Dana Point Harbor Drive would be less than the available turn-pocket storage whether the existing protected-permitted signal phasing is maintained, the signal phasing is converted to protected-only, or a pedestrian-only phase is added to the traffic signal.

The valet parking plan was discussed in the PMP. A minimum of four valet attendants are required to service peak arrivals at Dana House Hotel while keeping the valet queue from exceeding the available storage. Valet operations would also need to leave the closest parking spaces available in preparation for peak inbound flows. Both the PMP and LSA recommend that the valet plan be reviewed periodically during the first year of operation to determine the optimal number of valet attendants needed for variable periods of parking demand.

The delivery access plans were also discussed in the PMP. Loading areas for Dana House Hotel and Dana Point Surf Lodge are located on the east and west sides of the property, respectively, and do not require delivery trucks to enter the Project site. Both rely on City streets for delivery truck maneuvering. Trucks arriving and departing the Dana House Hotel loading area would not need to back up during any portion of their trip. Delivery trucks arriving at the Dana Point Surf Lodge loading area would turn from Dana Point Harbor Drive onto Island Way and then use the west turnaround at the terminus of Island Way to reach the Dana Point Surf Lodge loading area. Smaller delivery trucks (e.g., 30 ft box trucks) can use the Island Way turnaround in a single movement. Larger trucks would need to perform a multistage U-turn requiring backing up. Island Way is a low-volume street and should be able to accommodate the necessary multistage U-turns.

REFERENCES

California Department of Transportation (Caltrans). 2002. *Caltrans Guide for the Preparation of Traffic Impact Studies.*

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

_____. 2022. *Victoria Boulevard Apartments Traffic Impact Analysis*.

_____. 2020. *Draft Doheny Village Zoning District Overlay Zone Traffic Study*.

County of Orange. 2020. *Final Draft Guidelines for Evaluating Vehicle Miles Traveled under CEQA*. September.

_____. 2024. Congestion Management Program.

Governor's Office of Planning and Research (OPR). 2018. *Technical Advisory for Evaluating Transportation Impacts under CEQA*. December.

Institute of Transportation Engineers (ITE). 2021. *Trip Generation* Manual*.* 11th Ed.

LSA Associates, Inc. (LSA). 2014a. *34202 Del Obispo Street Traffic Impact Analysis*.

_____. 2014b. *South Shores Church Master Plan Traffic Impact Analysis and Parking Analysis*.

_____. 2018. *Doheny Ocean Desalination Project Draft Environmental Impact Report*.

_____. 2020a. *Ganahl Lumber Development Project Traffic Impact Analysis*.

_____. 2020b. *Trip Generation Analysis for the Farm Specific Plan*.

Michael Baker International (MBI). 2025. *Dana Point Harbor Revitalization PA-3 Shared Parking Assessment and Parking Management Plan*. February 27.

Orange County Transportation Authority (OCTA). 2009. *2009 Commuter Bikeways Strategic Plan*. Website: https://octa.net/pdf/bikeways09.pdf (accessed September 30, 2020).

_____. 2024. *2023 Orange County Congestion Management Program Report*.

RBF Consulting (RBF). 2005. *Dana Point Harbor Revitalization Traffic and Parking Analysis.*

Transportation Research Board (TRB). 2017. *Highway Capacity Manual.* 6th Ed.

APPENDIX A

EXISTING TRAFFIC VOLUMES

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 01_DPT_Isl_DPH Dr AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

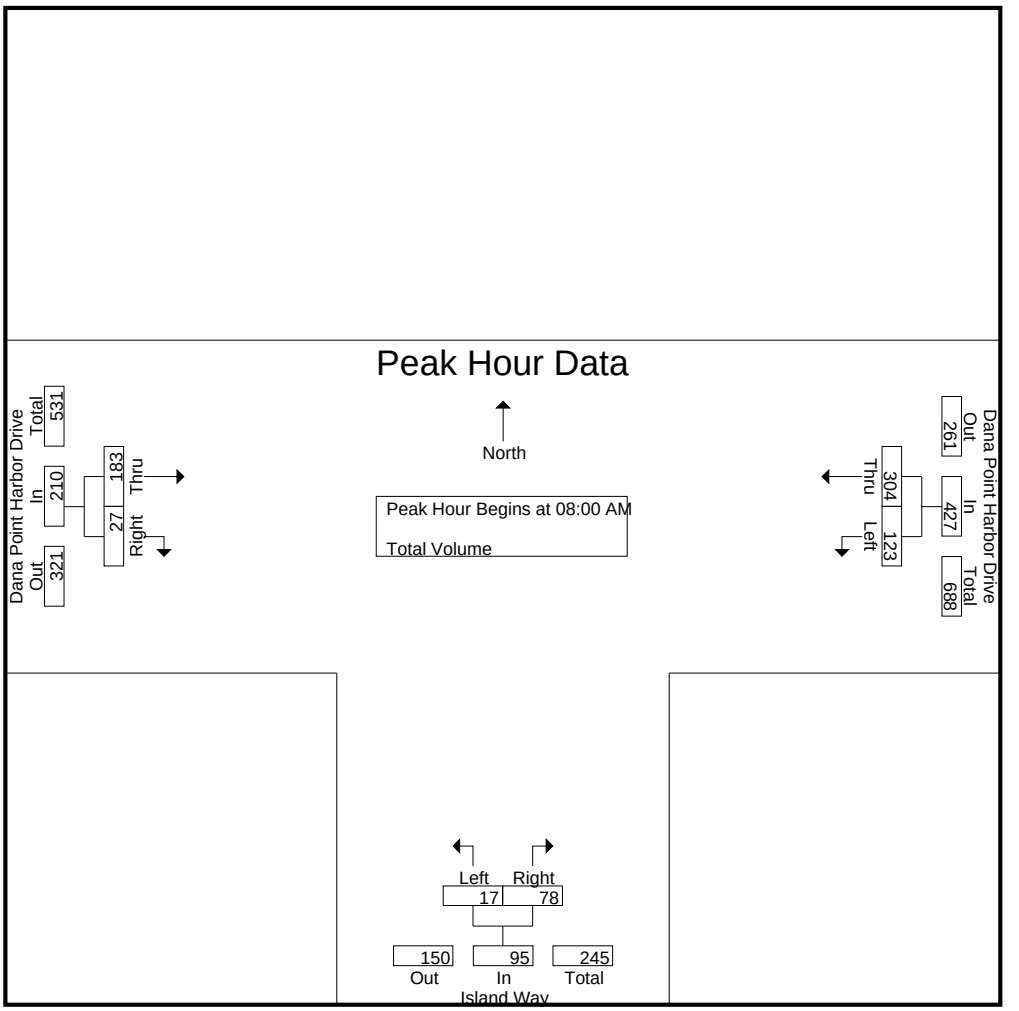
	Dana Point Harbor Drive Westbound			Island Way Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	19	22	41	2	6	8	15	2	17	66
07:15 AM	22	22	44	1	7	8	26	2	28	80
07:30 AM	23	18	41	3	11	14	12	2	14	69
07:45 AM	20	31	51	4	10	14	18	9	27	92
Total	84	93	177	10	34	44	71	15	86	307
08:00 AM	23	42	65	0	19	19	19	1	20	104
08:15 AM	33	82	115	7	13	20	25	7	32	167
08:30 AM	36	93	129	3	24	27	61	10	71	227
08:45 AM	31	87	118	7	22	29	78	9	87	234
Total	123	304	427	17	78	95	183	27	210	732
Grand Total	207	397	604	27	112	139	254	42	296	1039
Apprch %	34.3	65.7		19.4	80.6		85.8	14.2		
Total %	19.9	38.2	58.1	2.6	10.8	13.4	24.4	4	28.5	

	Dana Point Harbor Drive Westbound			Island Way Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	23	42	65	0	19	19	19	1	20	104
08:15 AM	33	82	115	**7**	13	20	25	7	32	167
08:30 AM	**36**	**93**	**129**	3	**24**	27	61	**10**	71	227
08:45 AM	31	87	118	7	22	**29**	**78**	9	**87**	**234**
Total Volume	123	304	427	17	78	95	183	27	210	732
% App. Total	28.8	71.2		17.9	82.1		87.1	12.9		
PHF	.854	.817	.828	.607	.813	.819	.587	.675	.603	.782

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 01_DPT_Isl_DPH Dr AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	23	42	65	0	19	19	19	1	20
+15 mins.	33	82	115	**7**	13	20	25	7	32
+30 mins.	**36**	**93**	**129**	3	**24**	27	61	**10**	71
+45 mins.	31	87	118	7	22	**29**	**78**	9	**87**
Total Volume	123	304	427	17	78	95	183	27	210
% App. Total	28.8	71.2		17.9	82.1		87.1	12.9	
PHF	.854	.817	.828	.607	.813	.819	.587	.675	.603

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 01_DPT_Isl_DPH Dr PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

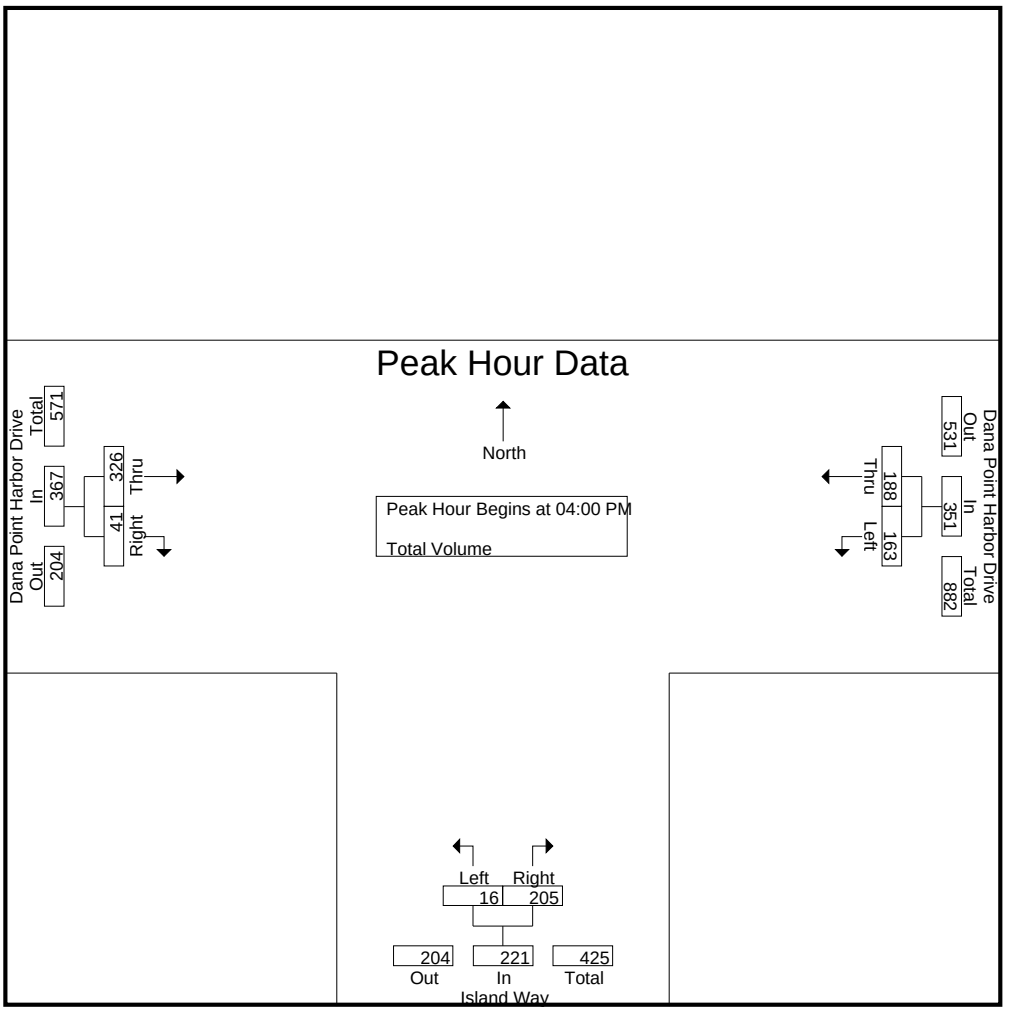
	Dana Point Harbor Drive Westbound			Island Way Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	36	59	95	4	58	62	134	8	142	299
04:15 PM	44	44	88	5	49	54	83	10	93	235
04:30 PM	43	41	84	3	57	60	63	14	77	221
04:45 PM	40	44	84	4	41	45	46	9	55	184
Total	163	188	351	16	205	221	326	41	367	939
05:00 PM	48	62	110	6	45	51	44	11	55	216
05:15 PM	45	60	105	2	37	39	42	18	60	204
05:30 PM	43	62	105	8	37	45	59	13	72	222
05:45 PM	32	60	92	6	41	47	42	4	46	185
Total	168	244	412	22	160	182	187	46	233	827
Grand Total	331	432	763	38	365	403	513	87	600	1766
Apprch %	43.4	56.6		9.4	90.6		85.5	14.5		
Total %	18.7	24.5	43.2	2.2	20.7	22.8	29	4.9	34	

	Dana Point Harbor Drive Westbound			Island Way Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	36	**59**	**95**	4	**58**	**62**	**134**	8	**142**	**299**
04:15 PM	**44**	44	88	**5**	49	54	83	10	93	235
04:30 PM	43	41	84	3	57	60	63	**14**	77	221
04:45 PM	40	44	84	4	41	45	46	9	55	184
Total Volume	163	188	351	16	205	221	326	41	367	939
% App. Total	46.4	53.6		7.2	92.8		88.8	11.2		
PHF	.926	.797	.924	.800	.884	.891	.608	.732	.646	.785

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 01_DPT_Isl_DPH Dr PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	**48**	**62**	**110**	4	**58**	**62**	**134**	8	**142**
+15 mins.	45	60	105	**5**	49	54	83	10	93
+30 mins.	43	62	105	3	57	60	63	**14**	77
+45 mins.	32	60	92	4	41	45	46	9	55
Total Volume	168	244	412	16	205	221	326	41	367
% App. Total	40.8	59.2		7.2	92.8		88.8	11.2	
PHF	.875	.984	.936	.800	.884	.891	.608	.732	.646

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 01_DPT_Isl_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

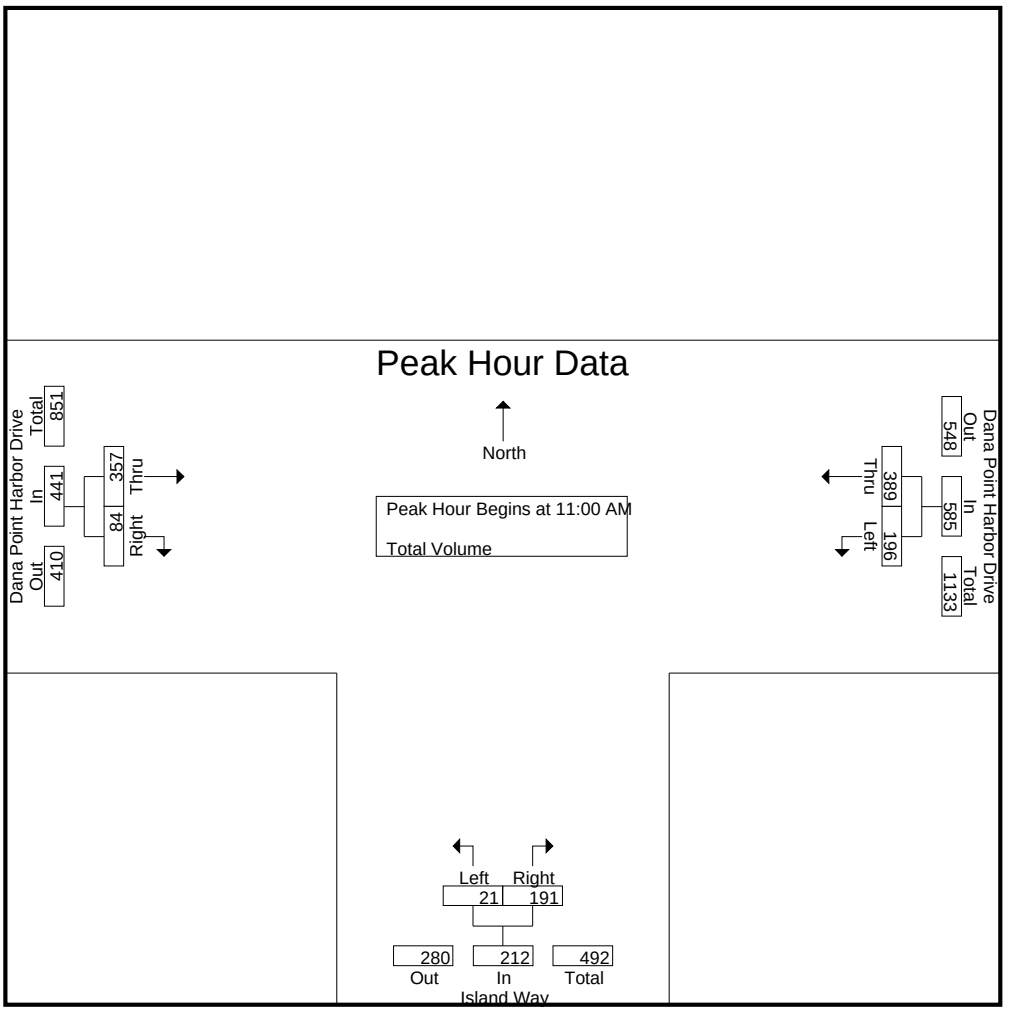
	Dana Point Harbor Drive Westbound			Island Way Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	50	96	146	7	33	40	87	25	112	298
11:15 AM	47	92	139	3	61	64	97	24	121	324
11:30 AM	52	101	153	3	46	49	92	15	107	309
11:45 AM	47	100	147	8	51	59	81	20	101	307
Total	196	389	585	21	191	212	357	84	441	1238
12:00 PM	48	97	145	11	47	58	75	19	94	297
12:15 PM	45	64	109	6	33	39	76	17	93	241
12:30 PM	51	92	143	4	52	56	89	14	103	302
12:45 PM	46	88	134	6	36	42	88	12	100	276
Total	190	341	531	27	168	195	328	62	390	1116
Grand Total	386	730	1116	48	359	407	685	146	831	2354
Apprch %	34.6	65.4		11.8	88.2		82.4	17.6		
Total %	16.4	31	47.4	2	15.3	17.3	29.1	6.2	35.3	

	Dana Point Harbor Drive Westbound			Island Way Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	50	96	146	7	33	40	87	**25**	112	298
11:15 AM	47	92	139	3	**61**	**64**	**97**	24	**121**	**324**
11:30 AM	**52**	**101**	**153**	3	46	49	92	15	107	309
11:45 AM	47	100	147	**8**	51	59	81	20	101	307
Total Volume	196	389	585	21	191	212	357	84	441	1238
% App. Total	33.5	66.5		9.9	90.1		81	19		
PHF	.942	.963	.956	.656	.783	.828	.920	.840	.911	.955

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 01_DPT_Isl_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM			11:15 AM			11:00 AM		
+0 mins.	50	96	146	3	**61**	**64**	87	**25**	112
+15 mins.	47	92	139	3	46	49	**97**	24	**121**
+30 mins.	**52**	**101**	**153**	8	51	59	92	15	107
+45 mins.	47	100	147	**11**	47	58	81	20	101
Total Volume	196	389	585	25	205	230	357	84	441
% App. Total	33.5	66.5		10.9	89.1		81	19	
PHF	.942	.963	.956	.568	.840	.898	.920	.840	.911

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 02_DPT_Cas_DPH Dr AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

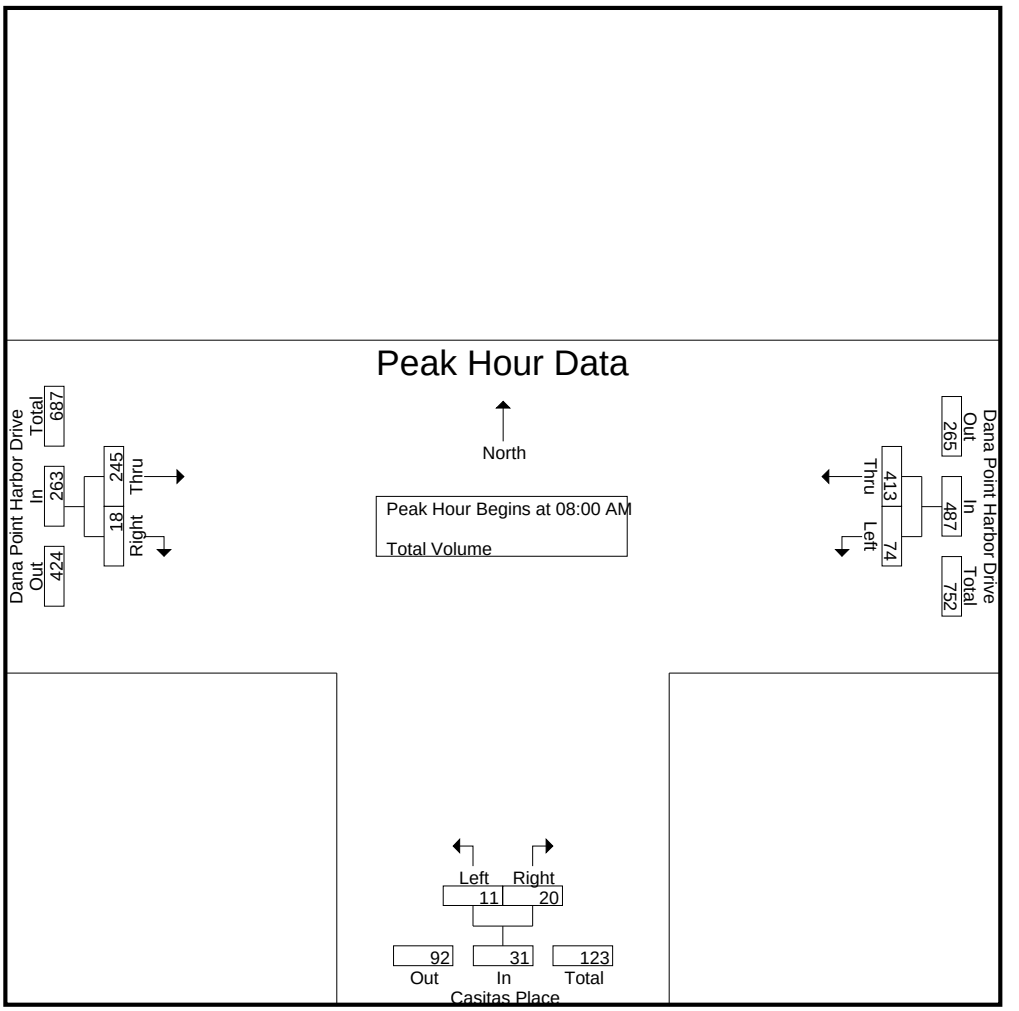
	Dana Point Harbor Drive Westbound			Casitas Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	8	38	46	2	5	7	23	0	23	76
07:15 AM	4	40	44	2	5	7	33	4	37	88
07:30 AM	12	40	52	1	6	7	23	1	24	83
07:45 AM	15	50	65	4	1	5	26	2	28	98
Total	39	168	207	9	17	26	105	7	112	345
08:00 AM	16	59	75	1	6	7	40	1	41	123
08:15 AM	14	112	126	3	2	5	34	5	39	170
08:30 AM	26	128	154	4	5	9	81	6	87	250
08:45 AM	18	114	132	3	7	10	90	6	96	238
Total	74	413	487	11	20	31	245	18	263	781
Grand Total	113	581	694	20	37	57	350	25	375	1126
Apprch %	16.3	83.7		35.1	64.9		93.3	6.7		
Total %	10	51.6	61.6	1.8	3.3	5.1	31.1	2.2	33.3	

	Dana Point Harbor Drive Westbound			Casitas Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	16	59	75	1	6	7	40	1	41	123
08:15 AM	14	112	126	3	2	5	34	5	39	170
08:30 AM	**26**	**128**	**154**	**4**	5	9	81	**6**	87	**250**
08:45 AM	18	114	132	3	**7**	**10**	**90**	6	**96**	238
Total Volume	74	413	487	11	20	31	245	18	263	781
% App. Total	15.2	84.8		35.5	64.5		93.2	6.8		
PHF	.712	.807	.791	.688	.714	.775	.681	.750	.685	.781

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 02_DPT_Cas_DPH Dr AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	16	59	75	1	6	7	40	1	41
+15 mins.	14	112	126	3	2	5	34	5	39
+30 mins.	**26**	**128**	**154**	**4**	5	9	81	**6**	87
+45 mins.	18	114	132	3	**7**	**10**	**90**	6	**96**
Total Volume	74	413	487	11	20	31	245	18	263
% App. Total	15.2	84.8		35.5	64.5		93.2	6.8	
PHF	.712	.807	.791	.688	.714	.775	.681	.750	.685

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 02_DPT_Cas_DPH Dr PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

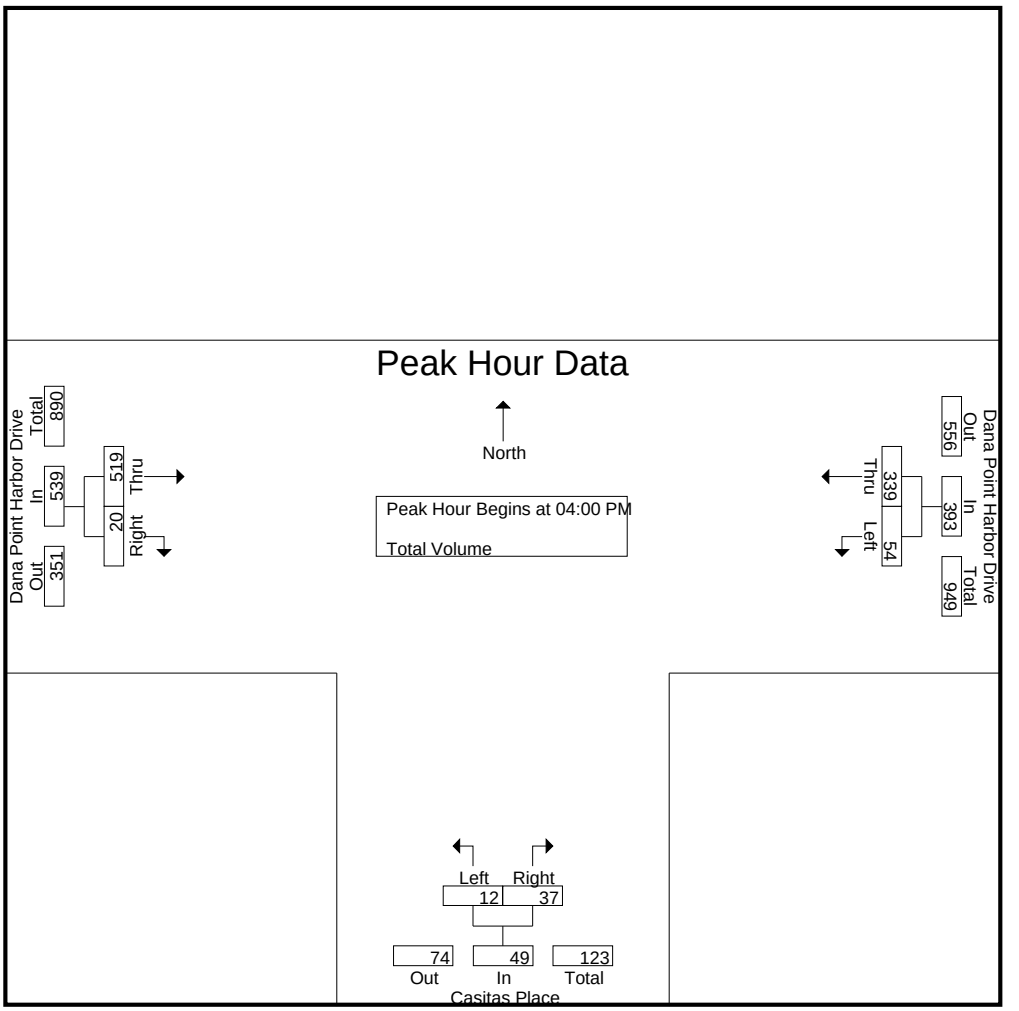
	Dana Point Harbor Drive Westbound			Casitas Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	12	86	98	4	10	14	190	3	193	305
04:15 PM	10	85	95	4	13	17	125	7	132	244
04:30 PM	15	89	104	3	8	11	118	4	122	237
04:45 PM	17	79	96	1	6	7	86	6	92	195
Total	54	339	393	12	37	49	519	20	539	981
05:00 PM	10	104	114	8	16	24	84	2	86	224
05:15 PM	15	102	117	4	12	16	81	4	85	218
05:30 PM	9	102	111	5	11	16	98	4	102	229
05:45 PM	13	93	106	4	10	14	78	7	85	205
Total	47	401	448	21	49	70	341	17	358	876
Grand Total	101	740	841	33	86	119	860	37	897	1857
Apprch %	12	88		27.7	72.3		95.9	4.1		
Total %	5.4	39.8	45.3	1.8	4.6	6.4	46.3	2	48.3	

	Dana Point Harbor Drive Westbound			Casitas Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	12	86	98	**4**	10	14	**190**	3	**193**	**305**
04:15 PM	10	85	95	4	**13**	**17**	125	**7**	132	244
04:30 PM	15	**89**	**104**	3	8	11	118	4	122	237
04:45 PM	**17**	79	96	1	6	7	86	6	92	195
Total Volume	54	339	393	12	37	49	519	20	539	981
% App. Total	13.7	86.3		24.5	75.5		96.3	3.7		
PHF	.794	.952	.945	.750	.712	.721	.683	.714	.698	.804

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 02_DPT_Cas_DPH Dr PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	05:00 PM			05:00 PM			04:00 PM		
+0 mins.	10	**104**	114	**8**	**16**	**24**	**190**	3	**193**
+15 mins.	**15**	102	**117**	4	12	16	125	**7**	132
+30 mins.	9	102	111	5	11	16	118	4	122
+45 mins.	13	93	106	4	10	14	86	6	92
Total Volume	47	401	448	21	49	70	519	20	539
% App. Total	10.5	89.5		30	70		96.3	3.7	
PHF	.783	.964	.957	.656	.766	.729	.683	.714	.698

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 02_DPT_Cas_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

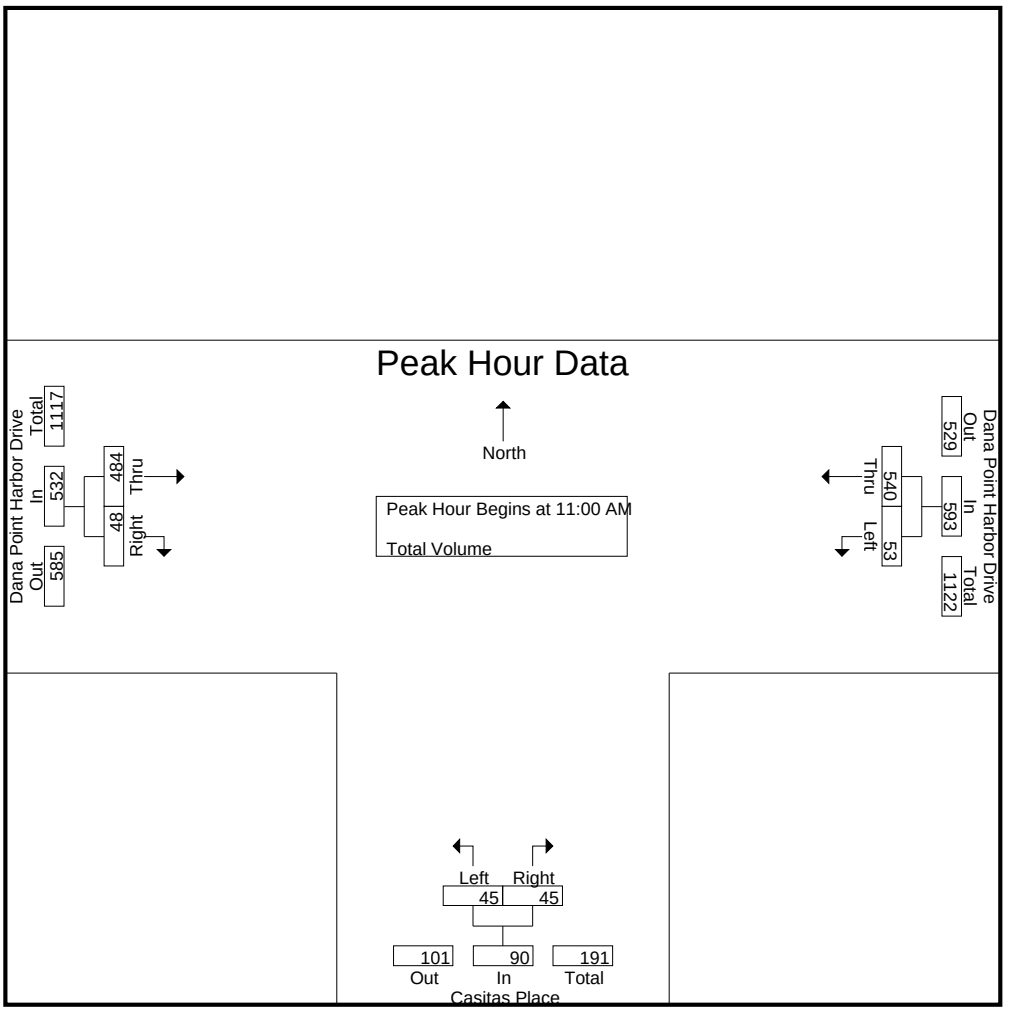
	Dana Point Harbor Drive Westbound			Casitas Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	11	144	155	12	16	28	92	9	101	284
11:15 AM	14	110	124	14	16	30	143	13	156	310
11:30 AM	14	148	162	10	6	16	123	15	138	316
11:45 AM	14	138	152	9	7	16	126	11	137	305
Total	53	540	593	45	45	90	484	48	532	1215
12:00 PM	19	121	140	7	25	32	103	8	111	283
12:15 PM	16	108	124	8	14	22	108	9	117	263
12:30 PM	15	127	142	11	15	26	128	14	142	310
12:45 PM	22	125	147	8	16	24	107	14	121	292
Total	72	481	553	34	70	104	446	45	491	1148
Grand Total	125	1021	1146	79	115	194	930	93	1023	2363
Apprch %	10.9	89.1		40.7	59.3		90.9	9.1		
Total %	5.3	43.2	48.5	3.3	4.9	8.2	39.4	3.9	43.3	

	Dana Point Harbor Drive Westbound			Casitas Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	11	144	155	12	**16**	28	92	9	101	284
11:15 AM	**14**	110	124	**14**	16	**30**	**143**	13	**156**	310
11:30 AM	14	**148**	**162**	10	6	16	123	**15**	138	**316**
11:45 AM	14	138	152	9	7	16	126	11	137	305
Total Volume	53	540	593	45	45	90	484	48	532	1215
% App. Total	8.9	91.1		50	50		91	9		
PHF	.946	.912	.915	.804	.703	.750	.846	.800	.853	.961

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

City of Dana Point
N/S: Island Way
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 02_DPT_Cas_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM			12:00 PM			11:15 AM		
+0 mins.	11	144	155	7	**25**	**32**	**143**	13	**156**
+15 mins.	**14**	110	124	8	14	22	123	**15**	138
+30 mins.	14	**148**	**162**	**11**	15	26	126	11	137
+45 mins.	14	138	152	8	16	24	103	8	111
Total Volume	53	540	593	34	70	104	495	47	542
% App. Total	8.9	91.1		32.7	67.3		91.3	8.7	
PHF	.946	.912	.915	.773	.700	.813	.865	.783	.869

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

City of Dana Point
N/S: Golden Lantern
E/W: Pacific Coast Highway
Weather: Clear

File Name : 03_DPT_GL_PCH AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

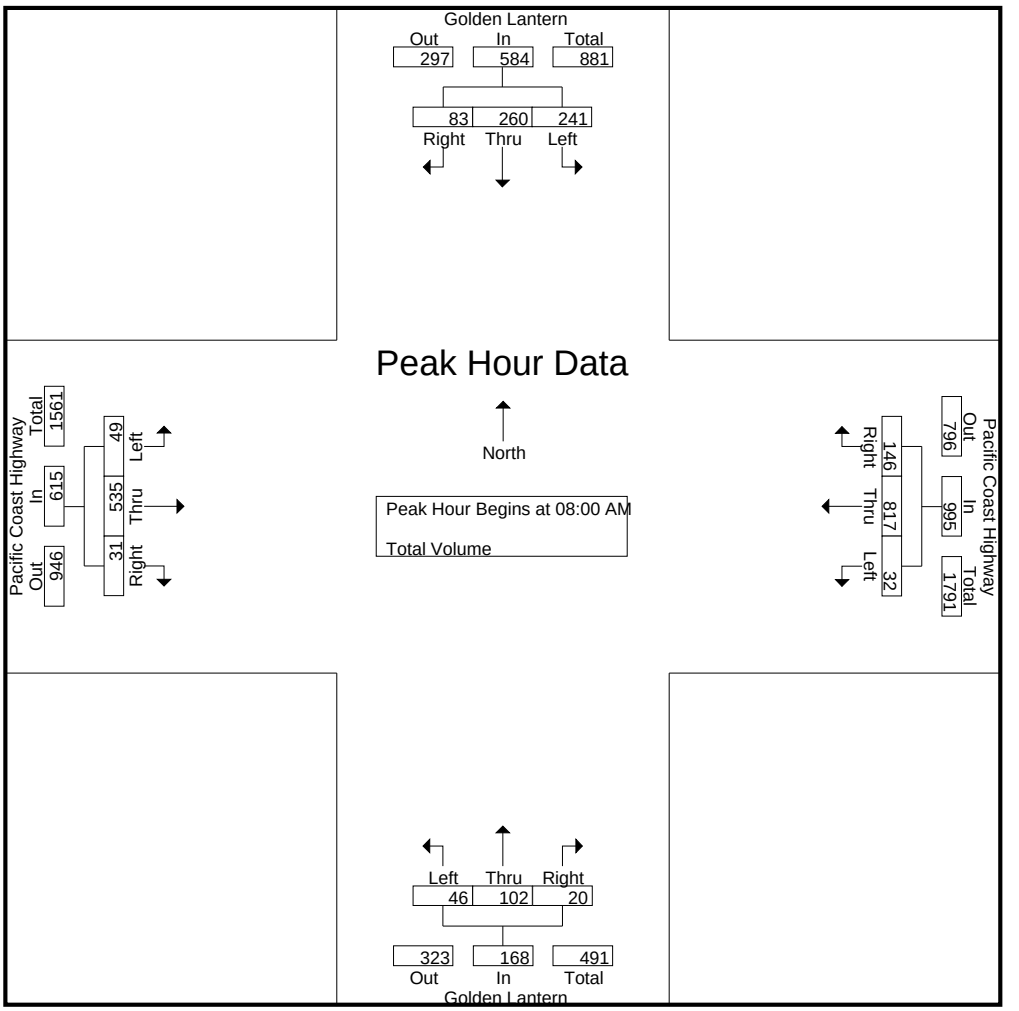
	Golden Lantern Southbound				Pacific Coast Highway Westbound				Golden Lantern Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	48	36	12	96	9	137	28	174	11	12	5	28	8	60	4	72	370
07:15 AM	57	35	13	105	3	176	31	210	11	16	1	28	3	67	6	76	419
07:30 AM	59	28	13	100	4	164	21	189	10	14	1	25	2	102	8	112	426
07:45 AM	76	64	17	157	9	196	35	240	8	16	6	30	9	110	8	127	554
Total	240	163	55	458	25	673	115	813	40	58	13	111	22	339	26	387	1769
08:00 AM	64	53	24	141	10	204	26	240	6	22	3	31	4	140	7	151	563
08:15 AM	57	72	21	150	4	189	39	232	17	24	5	46	9	111	9	129	557
08:30 AM	60	59	18	137	9	232	41	282	10	21	5	36	24	151	9	184	639
08:45 AM	60	76	20	156	9	192	40	241	13	35	7	55	12	133	6	151	603
Total	241	260	83	584	32	817	146	995	46	102	20	168	49	535	31	615	2362
Grand Total	481	423	138	1042	57	1490	261	1808	86	160	33	279	71	874	57	1002	4131
Apprch %	46.2	40.6	13.2		3.2	82.4	14.4		30.8	57.3	11.8		7.1	87.2	5.7		
Total %	11.6	10.2	3.3	25.2	1.4	36.1	6.3	43.8	2.1	3.9	0.8	6.8	1.7	21.2	1.4	24.3	

	Golden Lantern Southbound				Pacific Coast Highway Westbound				Golden Lantern Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**64**	53	**24**	141	**10**	204	26	240	6	22	3	31	4	140	7	151	563
08:15 AM	57	72	21	150	4	189	39	232	**17**	24	5	46	9	111	**9**	129	557
08:30 AM	60	59	18	137	9	**232**	**41**	**282**	10	21	5	36	**24**	**151**	9	**184**	**639**
08:45 AM	60	**76**	20	**156**	9	192	40	241	13	**35**	**7**	**55**	12	133	6	151	603
Total Volume	241	260	83	584	32	817	146	995	46	102	20	168	49	535	31	615	2362
% App. Total	41.3	44.5	14.2		3.2	82.1	14.7		27.4	60.7	11.9		8	87	5		
PHF	.941	.855	.865	.936	.800	.880	.890	.882	.676	.729	.714	.764	.510	.886	.861	.836	.924

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

City of Dana Point
N/S: Golden Lantern
E/W: Pacific Coast Highway
Weather: Clear

File Name : 03_DPT_GL_PCH AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	07:45 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**76**	64	17	**157**	**10**	204	26	240	6	22	3	31	4	140	7	151
+15 mins.	64	53	**24**	141	4	189	39	232	**17**	24	5	46	9	111	**9**	129
+30 mins.	57	**72**	21	150	9	**232**	**41**	**282**	10	21	5	36	**24**	**151**	9	**184**
+45 mins.	60	59	18	137	9	192	40	241	13	**35**	**7**	**55**	12	133	6	151
Total Volume	257	248	80	585	32	817	146	995	46	102	20	168	49	535	31	615
% App. Total	43.9	42.4	13.7		3.2	82.1	14.7		27.4	60.7	11.9		8	87	5	
PHF	.845	.861	.833	.932	.800	.880	.890	.882	.676	.729	.714	.764	.510	.886	.861	.836

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

City of Dana Point
N/S: Golden Lantern
E/W: Pacific Coast Highway
Weather: Clear

File Name : 03_DPT_GL_PCH PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

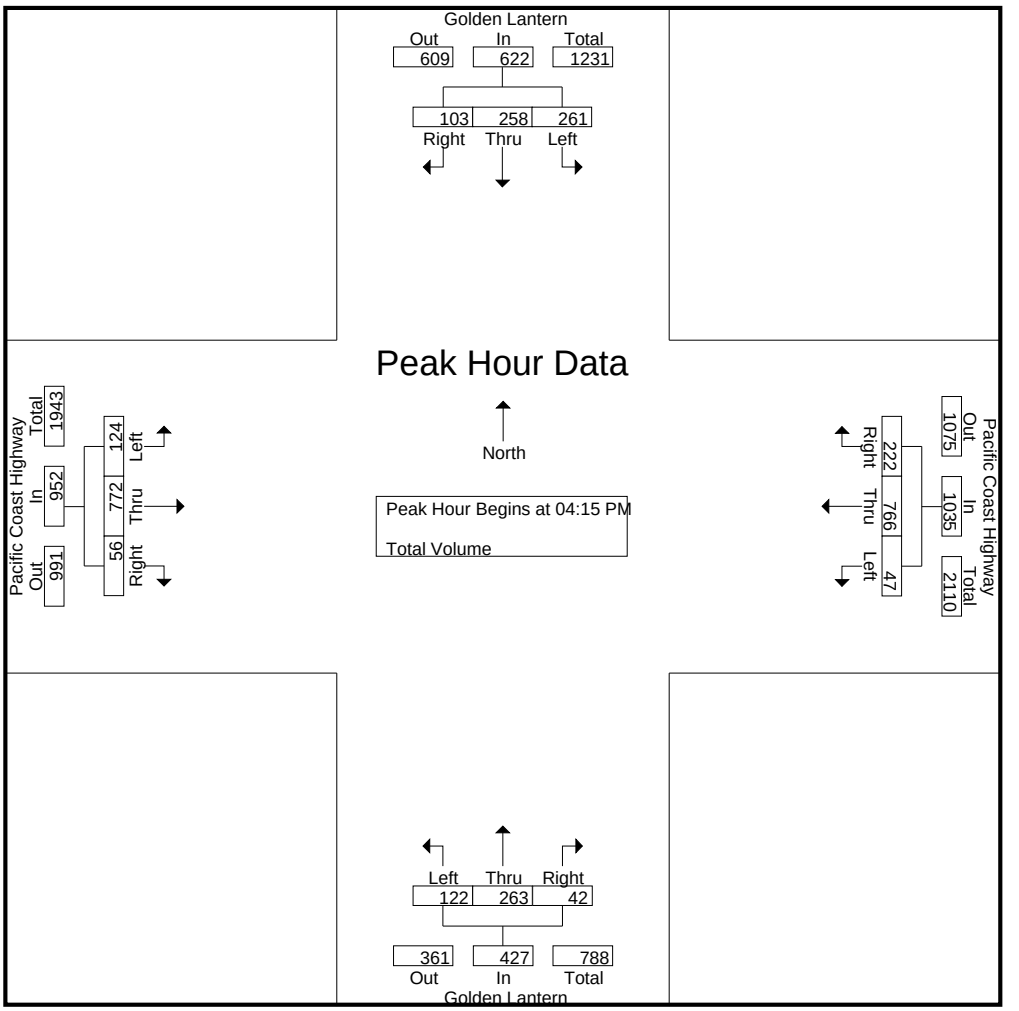
	Golden Lantern Southbound				Pacific Coast Highway Westbound				Golden Lantern Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	57	57	27	141	14	179	44	237	31	64	10	105	34	199	19	252	735
04:15 PM	66	69	26	161	6	162	30	198	36	66	17	119	28	192	17	237	715
04:30 PM	56	58	25	139	17	243	64	324	29	67	7	103	35	186	22	243	809
04:45 PM	78	62	25	165	11	160	54	225	31	61	11	103	26	184	9	219	712
Total	257	246	103	606	48	744	192	984	127	258	45	430	123	761	67	951	2971
05:00 PM	61	69	27	157	13	201	74	288	26	69	7	102	35	210	8	253	800
05:15 PM	57	67	18	142	17	195	51	263	21	61	4	86	26	184	8	218	709
05:30 PM	52	72	19	143	18	203	58	279	28	57	8	93	28	197	10	235	750
05:45 PM	63	73	28	164	14	177	63	254	33	66	9	108	23	157	9	189	715
Total	233	281	92	606	62	776	246	1084	108	253	28	389	112	748	35	895	2974
Grand Total	490	527	195	1212	110	1520	438	2068	235	511	73	819	235	1509	102	1846	5945
Apprch %	40.4	43.5	16.1		5.3	73.5	21.2		28.7	62.4	8.9		12.7	81.7	5.5		
Total %	8.2	8.9	3.3	20.4	1.9	25.6	7.4	34.8	4	8.6	1.2	13.8	4	25.4	1.7	31.1	

	Golden Lantern Southbound				Pacific Coast Highway Westbound				Golden Lantern Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	66	**69**	26	161	6	162	30	198	**36**	66	**17**	**119**	28	192	17	237	715
04:30 PM	56	58	25	139	**17**	**243**	64	**324**	29	67	7	103	**35**	186	**22**	243	**809**
04:45 PM	**78**	62	25	**165**	11	160	54	225	31	61	11	103	26	184	9	219	712
05:00 PM	61	69	**27**	157	13	201	**74**	288	26	**69**	7	102	35	**210**	8	**253**	800
Total Volume	261	258	103	622	47	766	222	1035	122	263	42	427	124	772	56	952	3036
% App. Total	42	41.5	16.6		4.5	74	21.4		28.6	61.6	9.8		13	81.1	5.9		
PHF	.837	.935	.954	.942	.691	.788	.750	.799	.847	.953	.618	.897	.886	.919	.636	.941	.938

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

City of Dana Point
N/S: Golden Lantern
E/W: Pacific Coast Highway
Weather: Clear

File Name : 03_DPT_GL_PCH PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	04:15 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	66	**69**	26	161	**17**	**243**	64	**324**	31	64	10	105	28	192	17	237
+15 mins.	56	58	25	139	11	160	54	225	**36**	66	**17**	**119**	**35**	186	**22**	243
+30 mins.	**78**	62	25	**165**	13	201	**74**	288	29	**67**	7	103	26	184	9	219
+45 mins.	61	69	**27**	157	17	195	51	263	31	61	11	103	35	**210**	8	**253**
Total Volume	261	258	103	622	58	799	243	1100	127	258	45	430	124	772	56	952
% App. Total	42	41.5	16.6		5.3	72.6	22.1		29.5	60	10.5		13	81.1	5.9	
PHF	.837	.935	.954	.942	.853	.822	.821	.849	.882	.963	.662	.903	.886	.919	.636	.941

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

City of Dana Point
N/S: Golden Lantern
E/W: Pacific Coast Highway
Weather: Clear

File Name : 03_DPT_GL_PCH SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

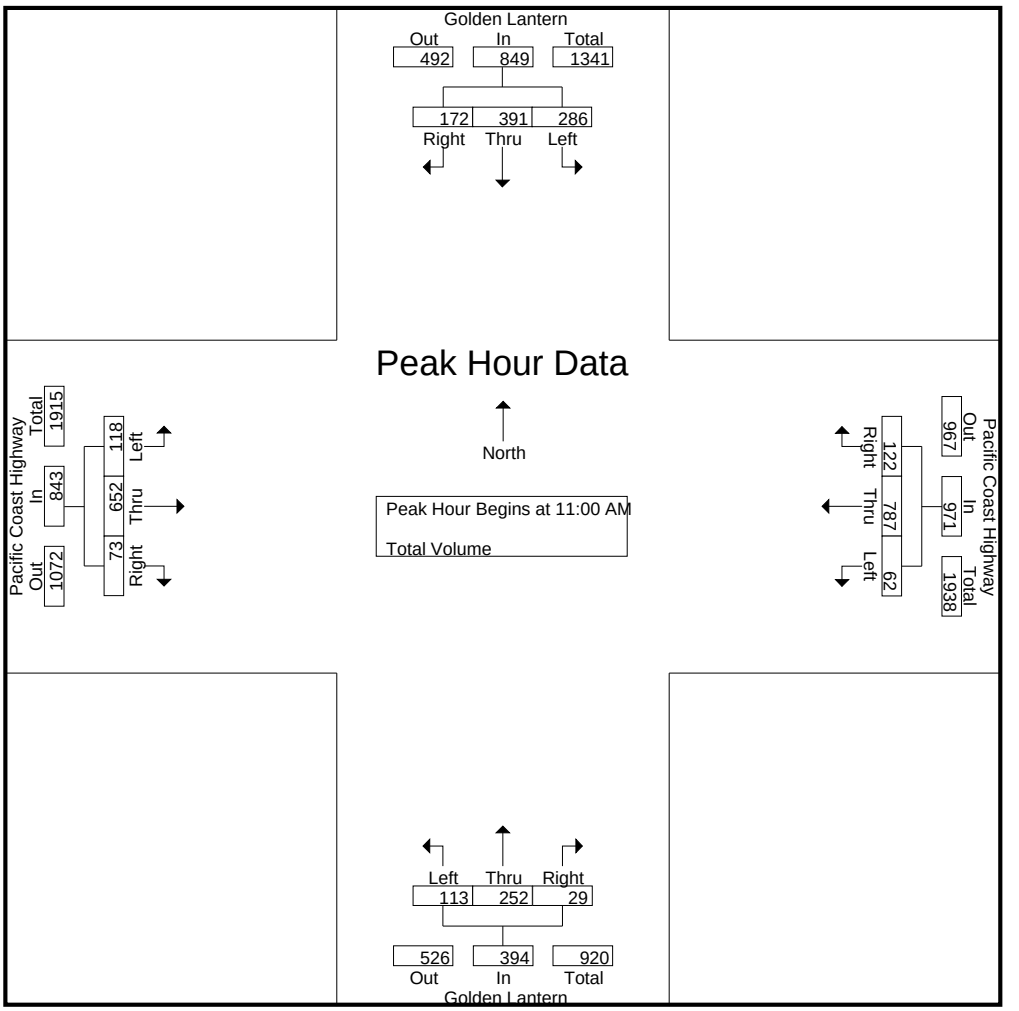
	Golden Lantern Southbound				Pacific Coast Highway Westbound				Golden Lantern Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	73	90	27	190	18	211	32	261	31	59	9	99	32	145	21	198	748
11:15 AM	70	108	50	228	14	176	30	220	31	60	5	96	21	157	16	194	738
11:30 AM	60	94	44	198	14	220	31	265	27	57	9	93	36	172	15	223	779
11:45 AM	83	99	51	233	16	180	29	225	24	76	6	106	29	178	21	228	792
Total	286	391	172	849	62	787	122	971	113	252	29	394	118	652	73	843	3057
12:00 PM	65	77	46	188	14	174	31	219	27	58	13	98	34	162	19	215	720
12:15 PM	83	87	48	218	14	164	32	210	38	46	10	94	27	169	19	215	737
12:30 PM	65	65	38	168	14	171	26	211	21	58	9	88	44	152	17	213	680
12:45 PM	76	93	52	221	10	195	31	236	22	62	10	94	24	152	20	196	747
Total	289	322	184	795	52	704	120	876	108	224	42	374	129	635	75	839	2884
Grand Total	575	713	356	1644	114	1491	242	1847	221	476	71	768	247	1287	148	1682	5941
Apprch %	35	43.4	21.7		6.2	80.7	13.1		28.8	62	9.2		14.7	76.5	8.8		
Total %	9.7	12	6	27.7	1.9	25.1	4.1	31.1	3.7	8	1.2	12.9	4.2	21.7	2.5	28.3	

	Golden Lantern Southbound				Pacific Coast Highway Westbound				Golden Lantern Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	73	90	27	190	**18**	211	**32**	261	**31**	59	**9**	99	32	145	**21**	198	748
11:15 AM	70	**108**	50	228	14	176	30	220	31	60	5	96	21	157	16	194	738
11:30 AM	60	94	44	198	14	**220**	31	**265**	27	57	9	93	**36**	172	15	223	779
11:45 AM	**83**	99	**51**	**233**	16	180	29	225	24	**76**	6	**106**	29	**178**	21	**228**	**792**
Total Volume	286	391	172	849	62	787	122	971	113	252	29	394	118	652	73	843	3057
% App. Total	33.7	46.1	20.3		6.4	81.1	12.6		28.7	64	7.4		14	77.3	8.7		
PHF	.861	.905	.843	.911	.861	.894	.953	.916	.911	.829	.806	.929	.819	.916	.869	.924	.965

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

City of Dana Point
N/S: Golden Lantern
E/W: Pacific Coast Highway
Weather: Clear

File Name : 03_DPT_GL_PCH SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:30 AM			
+0 mins.	73	90	27	190	**18**	211	**32**	261	**31**	59	**9**	99	**36**	172	15	223
+15 mins.	70	**108**	50	228	14	176	30	220	31	60	5	96	29	**178**	**21**	**228**
+30 mins.	60	94	44	198	14	**220**	31	**265**	27	57	9	93	34	162	19	215
+45 mins.	**83**	99	**51**	**233**	16	180	29	225	24	**76**	6	**106**	27	169	19	215
Total Volume	286	391	172	849	62	787	122	971	113	252	29	394	126	681	74	881
% App. Total	33.7	46.1	20.3		6.4	81.1	12.6		28.7	64	7.4		14.3	77.3	8.4	
PHF	.861	.905	.843	.911	.861	.894	.953	.916	.911	.829	.806	.929	.875	.956	.881	.966

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

City of Dana Point
N/S: Golden Lantern
E/W: Del Prado Avenue
Weather: Clear

File Name : 04_DPT_GL_DelP AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

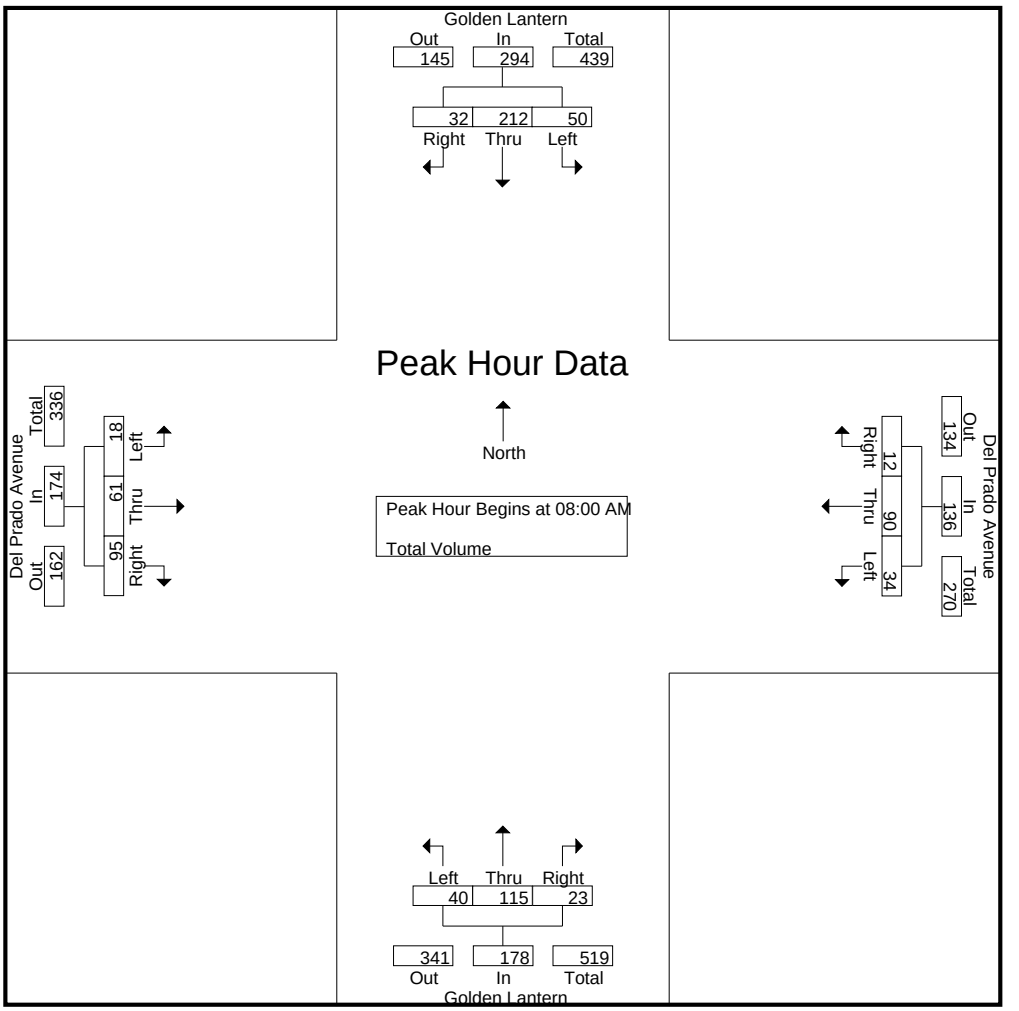
	Golden Lantern Southbound				Del Prado Avenue Westbound				Golden Lantern Northbound				Del Prado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	29	9	46	5	7	1	13	3	18	6	27	3	8	9	20	106
07:15 AM	5	24	8	37	3	11	1	15	7	20	4	31	0	11	14	25	108
07:30 AM	5	26	6	37	2	10	2	14	2	18	3	23	3	11	12	26	100
07:45 AM	7	54	8	69	3	15	1	19	7	18	7	32	4	9	14	27	147
Total	25	133	31	189	13	43	5	61	19	74	20	113	10	39	49	98	461
08:00 AM	10	48	6	64	4	22	4	30	12	24	8	44	4	14	23	41	179
08:15 AM	8	58	6	72	10	29	4	43	6	25	3	34	8	17	26	51	200
08:30 AM	17	49	8	74	10	14	2	26	6	30	4	40	2	14	21	37	177
08:45 AM	15	57	12	84	10	25	2	37	16	36	8	60	4	16	25	45	226
Total	50	212	32	294	34	90	12	136	40	115	23	178	18	61	95	174	782
Grand Total	75	345	63	483	47	133	17	197	59	189	43	291	28	100	144	272	1243
Apprch %	15.5	71.4	13		23.9	67.5	8.6		20.3	64.9	14.8		10.3	36.8	52.9		
Total %	6	27.8	5.1	38.9	3.8	10.7	1.4	15.8	4.7	15.2	3.5	23.4	2.3	8	11.6	21.9	

	Golden Lantern Southbound				Del Prado Avenue Westbound				Golden Lantern Northbound				Del Prado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	10	48	6	64	4	22	**4**	30	12	24	**8**	44	4	14	23	41	179
08:15 AM	8	**58**	6	72	**10**	**29**	4	**43**	6	25	3	34	**8**	**17**	**26**	**51**	200
08:30 AM	**17**	49	8	74	10	14	2	26	6	30	4	40	2	14	21	37	177
08:45 AM	15	57	**12**	**84**	10	25	2	37	**16**	**36**	8	**60**	4	16	25	45	**226**
Total Volume	50	212	32	294	34	90	12	136	40	115	23	178	18	61	95	174	782
% App. Total	17	72.1	10.9		25	66.2	8.8		22.5	64.6	12.9		10.3	35.1	54.6		
PHF	.735	.914	.667	.875	.850	.776	.750	.791	.625	.799	.719	.742	.563	.897	.913	.853	.865

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

City of Dana Point
N/S: Golden Lantern
E/W: Del Prado Avenue
Weather: Clear

File Name : 04_DPT_GL_DelP AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	10	48	6	64	4	22	**4**	30	12	24	**8**	44	4	14	23	41
+15 mins.	8	**58**	6	72	**10**	**29**	4	**43**	6	25	3	34	**8**	**17**	**26**	**51**
+30 mins.	**17**	49	8	74	10	14	2	26	6	30	4	40	2	14	21	37
+45 mins.	15	57	**12**	**84**	10	25	2	37	**16**	**36**	8	**60**	4	16	25	45
Total Volume	50	212	32	294	34	90	12	136	40	115	23	178	18	61	95	174
% App. Total	17	72.1	10.9		25	66.2	8.8		22.5	64.6	12.9		10.3	35.1	54.6	
PHF	.735	.914	.667	.875	.850	.776	.750	.791	.625	.799	.719	.742	.563	.897	.913	.853

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

City of Dana Point
N/S: Golden Lantern
E/W: Del Prado Avenue
Weather: Clear

File Name : 04_DPT_GL_DelP PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

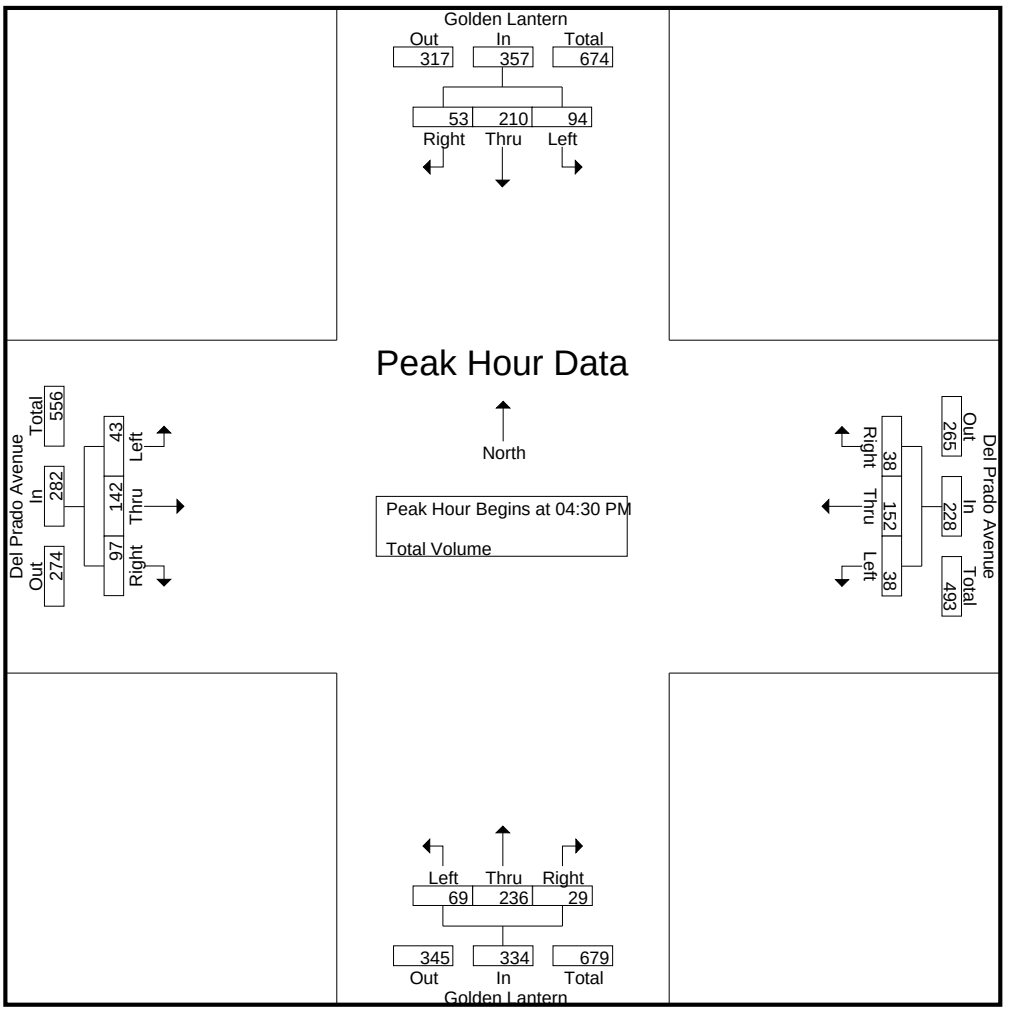
	Golden Lantern Southbound				Del Prado Avenue Westbound				Golden Lantern Northbound				Del Prado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	53	14	88	7	33	9	49	14	71	16	101	15	44	23	82	320
04:15 PM	25	47	11	83	12	40	9	61	10	66	12	88	12	20	30	62	294
04:30 PM	22	63	11	96	10	27	12	49	15	77	10	102	10	32	22	64	311
04:45 PM	19	48	5	72	7	43	9	59	18	53	6	77	12	35	20	67	275
Total	87	211	41	339	36	143	39	218	57	267	44	368	49	131	95	275	1200
05:00 PM	35	55	14	104	10	38	8	56	16	61	6	83	14	38	23	75	318
05:15 PM	18	44	23	85	11	44	9	64	20	45	7	72	7	37	32	76	297
05:30 PM	25	44	8	77	5	32	7	44	24	62	7	93	16	37	20	73	287
05:45 PM	30	43	12	85	8	35	11	54	16	62	8	86	7	27	28	62	287
Total	108	186	57	351	34	149	35	218	76	230	28	334	44	139	103	286	1189
Grand Total	195	397	98	690	70	292	74	436	133	497	72	702	93	270	198	561	2389
Apprch %	28.3	57.5	14.2		16.1	67	17		18.9	70.8	10.3		16.6	48.1	35.3		
Total %	8.2	16.6	4.1	28.9	2.9	12.2	3.1	18.3	5.6	20.8	3	29.4	3.9	11.3	8.3	23.5	

	Golden Lantern Southbound				Del Prado Avenue Westbound				Golden Lantern Northbound				Del Prado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	22	**63**	11	96	10	27	**12**	49	15	**77**	**10**	**102**	10	32	22	64	311
04:45 PM	19	48	5	72	7	43	9	59	18	53	6	77	12	35	20	67	275
05:00 PM	**35**	55	14	**104**	10	38	8	56	16	61	6	83	**14**	**38**	23	75	**318**
05:15 PM	18	44	**23**	85	**11**	**44**	9	**64**	**20**	45	7	72	7	37	**32**	**76**	297
Total Volume	94	210	53	357	38	152	38	228	69	236	29	334	43	142	97	282	1201
% App. Total	26.3	58.8	14.8		16.7	66.7	16.7		20.7	70.7	8.7		15.2	50.4	34.4		
PHF	.671	.833	.576	.858	.864	.864	.792	.891	.863	.766	.725	.819	.768	.934	.758	.928	.944

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

City of Dana Point
N/S: Golden Lantern
E/W: Del Prado Avenue
Weather: Clear

File Name : 04_DPT_GL_DelP PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	04:30 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	22	**63**	11	96	10	27	**12**	49	14	71	**16**	101	12	35	20	67
+15 mins.	19	48	5	72	7	43	9	59	10	66	12	88	14	**38**	23	75
+30 mins.	**35**	55	14	**104**	10	38	8	56	15	**77**	10	**102**	7	37	**32**	**76**
+45 mins.	18	44	**23**	85	**11**	**44**	9	**64**	**18**	53	6	77	**16**	37	20	73
Total Volume	94	210	53	357	38	152	38	228	57	267	44	368	49	147	95	291
% App. Total	26.3	58.8	14.8		16.7	66.7	16.7		15.5	72.6	12		16.8	50.5	32.6	
PHF	.671	.833	.576	.858	.864	.864	.792	.891	.792	.867	.688	.902	.766	.967	.742	.957

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

City of Dana Point
N/S: Golden Lantern
E/W: Del Prado Avenue
Weather: Clear

File Name : 04_DPT_GL_DelP SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

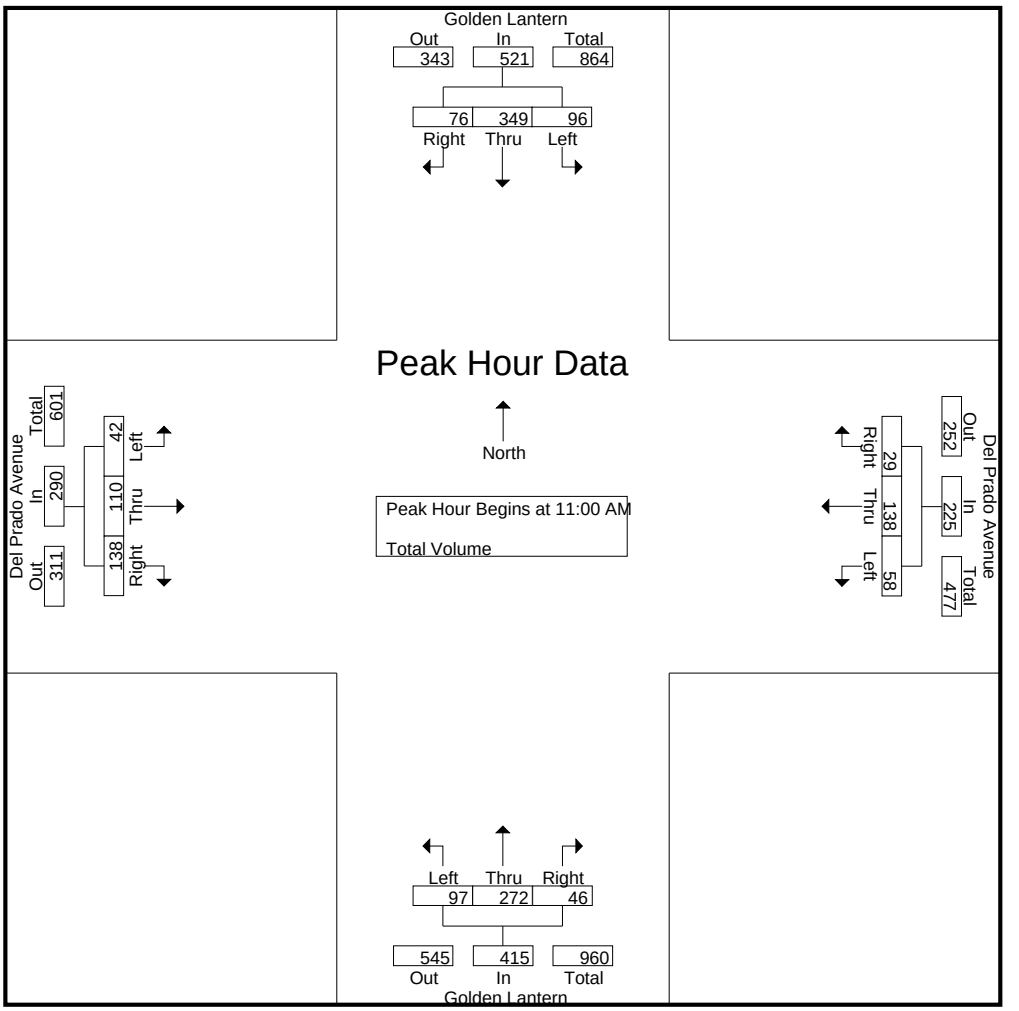
	Golden Lantern Southbound				Del Prado Avenue Westbound				Golden Lantern Northbound				Del Prado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	23	95	18	136	20	36	4	60	18	72	6	96	12	21	33	66	358
11:15 AM	21	84	22	127	13	25	10	48	30	62	12	104	15	30	35	80	359
11:30 AM	22	84	16	122	14	39	6	59	31	77	17	125	3	32	35	70	376
11:45 AM	30	86	20	136	11	38	9	58	18	61	11	90	12	27	35	74	358
Total	96	349	76	521	58	138	29	225	97	272	46	415	42	110	138	290	1451
12:00 PM	22	61	21	104	15	41	9	65	17	67	11	95	16	26	35	77	341
12:15 PM	29	64	26	119	17	26	13	56	19	55	16	90	16	28	35	79	344
12:30 PM	28	70	10	108	17	39	4	60	19	51	15	85	13	34	39	86	339
12:45 PM	23	68	19	110	16	40	7	63	25	63	17	105	14	25	36	75	353
Total	102	263	76	441	65	146	33	244	80	236	59	375	59	113	145	317	1377
Grand Total	198	612	152	962	123	284	62	469	177	508	105	790	101	223	283	607	2828
Apprch %	20.6	63.6	15.8		26.2	60.6	13.2		22.4	64.3	13.3		16.6	36.7	46.6		
Total %	7	21.6	5.4	34	4.3	10	2.2	16.6	6.3	18	3.7	27.9	3.6	7.9	10	21.5	

	Golden Lantern Southbound				Del Prado Avenue Westbound				Golden Lantern Northbound				Del Prado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	23	**95**	18	**136**	**20**	36	4	**60**	18	72	6	96	12	21	33	66	358
11:15 AM	21	84	**22**	127	13	25	**10**	48	30	62	12	104	**15**	30	**35**	**80**	359
11:30 AM	22	84	16	122	14	**39**	6	59	**31**	**77**	**17**	**125**	3	**32**	35	70	**376**
11:45 AM	**30**	86	20	136	11	38	9	58	18	61	11	90	12	27	35	74	358
Total Volume	96	349	76	521	58	138	29	225	97	272	46	415	42	110	138	290	1451
% App. Total	18.4	67	14.6		25.8	61.3	12.9		23.4	65.5	11.1		14.5	37.9	47.6		
PHF	.800	.918	.864	.958	.725	.885	.725	.938	.782	.883	.676	.830	.700	.859	.986	.906	.965

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

City of Dana Point
N/S: Golden Lantern
E/W: Del Prado Avenue
Weather: Clear

File Name : 04_DPT_GL_DelP SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				12:00 PM				11:00 AM				12:00 PM			
+0 mins.	23	**95**	18	**136**	15	**41**	9	**65**	18	72	6	96	**16**	26	35	77
+15 mins.	21	84	**22**	127	**17**	26	**13**	56	30	62	12	104	16	28	35	79
+30 mins.	22	84	16	122	17	39	4	60	**31**	**77**	**17**	**125**	13	**34**	**39**	**86**
+45 mins.	**30**	86	20	136	16	40	7	63	18	61	11	90	14	25	36	75
Total Volume	96	349	76	521	65	146	33	244	97	272	46	415	59	113	145	317
% App. Total	18.4	67	14.6		26.6	59.8	13.5		23.4	65.5	11.1		18.6	35.6	45.7	
PHF	.800	.918	.864	.958	.956	.890	.635	.938	.782	.883	.676	.830	.922	.831	.929	.922

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

City of Dana Point
N/S: Golden Lantern
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 05_DPT_GL_DPH Dr AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

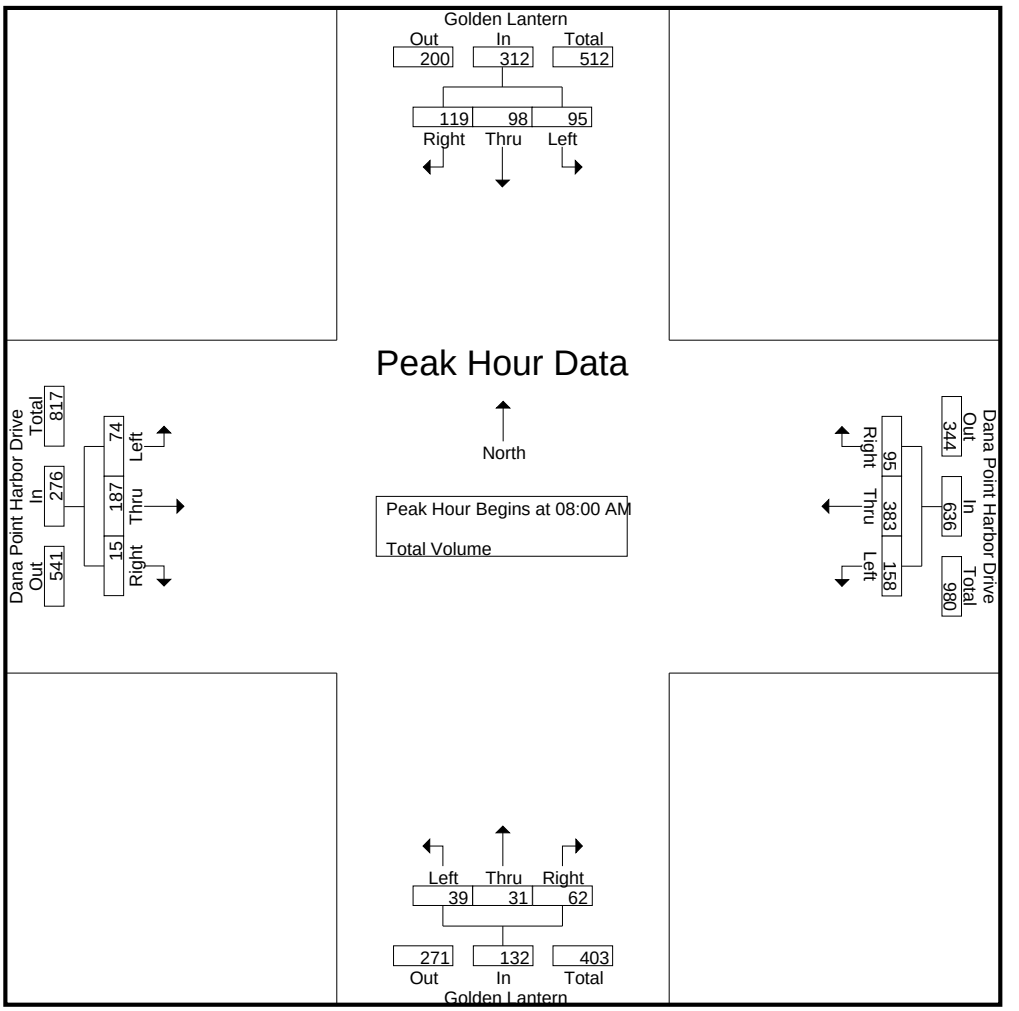
	Golden Lantern Southbound				Dana Point Harbor Drive Westbound				Golden Lantern Northbound				Dana Point Harbor Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	11	11	41	9	34	12	55	1	7	14	22	7	21	2	30	148
07:15 AM	16	7	14	37	21	40	17	78	0	5	4	9	9	32	0	41	165
07:30 AM	20	8	10	38	14	50	17	81	3	6	10	19	8	22	1	31	169
07:45 AM	27	21	21	69	22	53	20	95	1	5	11	17	8	17	1	26	207
Total	82	47	56	185	66	177	66	309	5	23	39	67	32	92	4	128	689
08:00 AM	18	24	19	61	36	57	30	123	6	8	15	29	10	35	5	50	263
08:15 AM	25	32	35	92	42	101	20	163	6	6	13	25	13	27	3	43	323
08:30 AM	22	21	31	74	32	109	17	158	17	5	16	38	22	59	2	83	353
08:45 AM	30	21	34	85	48	116	28	192	10	12	18	40	29	66	5	100	417
Total	95	98	119	312	158	383	95	636	39	31	62	132	74	187	15	276	1356
Grand Total	177	145	175	497	224	560	161	945	44	54	101	199	106	279	19	404	2045
Apprch %	35.6	29.2	35.2		23.7	59.3	17		22.1	27.1	50.8		26.2	69.1	4.7		
Total %	8.7	7.1	8.6	24.3	11	27.4	7.9	46.2	2.2	2.6	4.9	9.7	5.2	13.6	0.9	19.8	

	Golden Lantern Southbound				Dana Point Harbor Drive Westbound				Golden Lantern Northbound				Dana Point Harbor Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	18	24	19	61	36	57	**30**	123	6	8	15	29	10	35	**5**	50	263
08:15 AM	25	**32**	**35**	**92**	42	101	20	163	6	6	13	25	13	27	3	43	323
08:30 AM	22	21	31	74	32	109	17	158	**17**	5	16	38	22	59	2	83	353
08:45 AM	**30**	21	34	85	**48**	**116**	28	**192**	10	**12**	**18**	**40**	**29**	**66**	5	**100**	**417**
Total Volume	95	98	119	312	158	383	95	636	39	31	62	132	74	187	15	276	1356
% App. Total	30.4	31.4	38.1		24.8	60.2	14.9		29.5	23.5	47		26.8	67.8	5.4		
PHF	.792	.766	.850	.848	.823	.825	.792	.828	.574	.646	.861	.825	.638	.708	.750	.690	.813

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

City of Dana Point
N/S: Golden Lantern
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 05_DPT_GL_DPH Dr AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	18	24	19	61	36	57	**30**	123	6	8	15	29	10	35	**5**	50
+15 mins.	25	**32**	**35**	**92**	42	101	20	163	6	6	13	25	13	27	3	43
+30 mins.	22	21	31	74	32	109	17	158	**17**	5	16	38	22	59	2	83
+45 mins.	**30**	21	34	85	**48**	**116**	28	**192**	10	**12**	**18**	**40**	**29**	**66**	5	**100**
Total Volume	95	98	119	312	158	383	95	636	39	31	62	132	74	187	15	276
% App. Total	30.4	31.4	38.1		24.8	60.2	14.9		29.5	23.5	47		26.8	67.8	5.4	
PHF	.792	.766	.850	.848	.823	.825	.792	.828	.574	.646	.861	.825	.638	.708	.750	.690

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

City of Dana Point
N/S: Golden Lantern
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 05_DPT_GL_DPH Dr PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

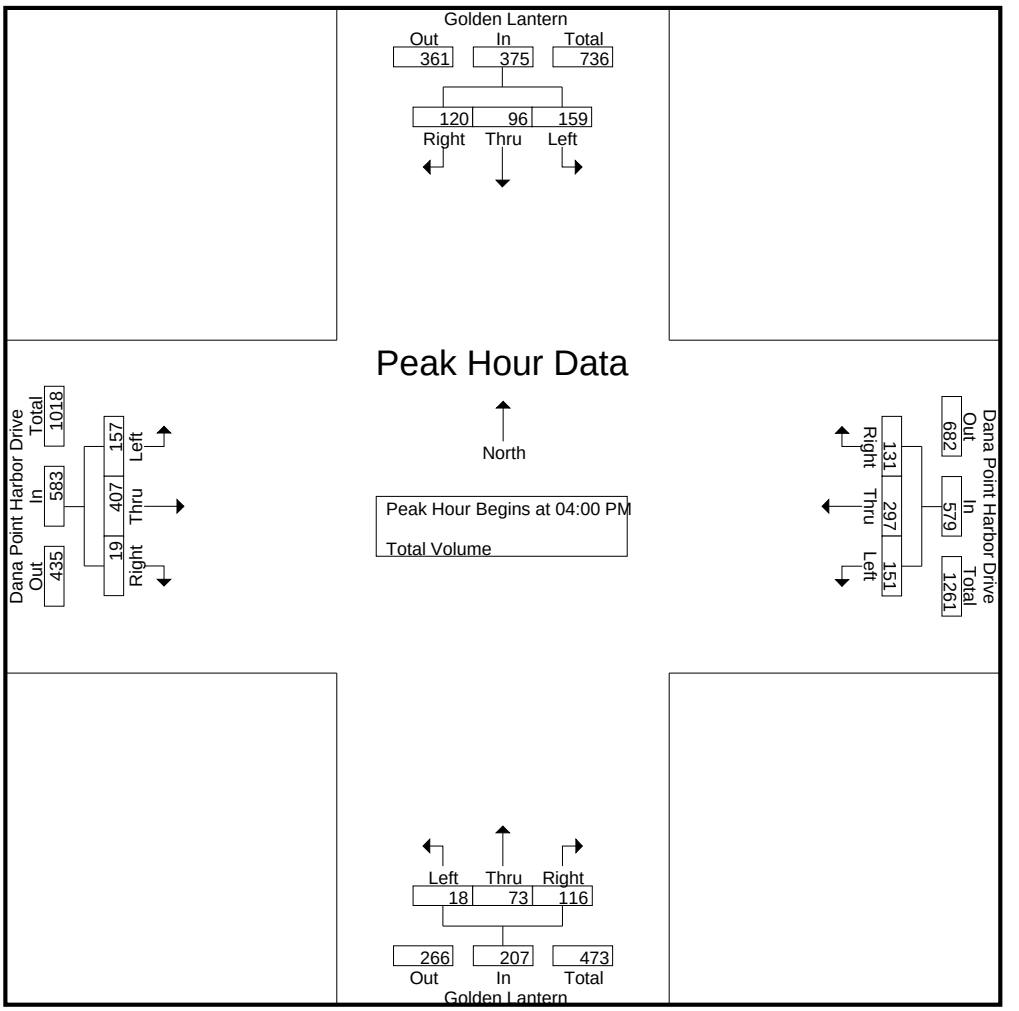
	Golden Lantern Southbound				Dana Point Harbor Drive Westbound				Golden Lantern Northbound				Dana Point Harbor Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	52	31	29	112	38	76	34	148	5	18	35	58	47	151	3	201	519
04:15 PM	32	24	29	85	35	71	36	142	4	12	22	38	43	102	4	149	414
04:30 PM	34	25	36	95	37	70	33	140	6	20	33	59	38	90	6	134	428
04:45 PM	41	16	26	83	41	80	28	149	3	23	26	52	29	64	6	99	383
Total	159	96	120	375	151	297	131	579	18	73	116	207	157	407	19	583	1744
05:00 PM	37	15	40	92	45	88	24	157	7	21	35	63	35	70	4	109	421
05:15 PM	41	22	25	88	31	81	38	150	4	22	36	62	27	68	4	99	399
05:30 PM	33	13	29	75	45	79	33	157	4	24	41	69	44	64	5	113	414
05:45 PM	33	15	27	75	24	81	33	138	2	31	41	74	26	55	6	87	374
Total	144	65	121	330	145	329	128	602	17	98	153	268	132	257	19	408	1608
Grand Total	303	161	241	705	296	626	259	1181	35	171	269	475	289	664	38	991	3352
Apprch %	43	22.8	34.2		25.1	53	21.9		7.4	36	56.6		29.2	67	3.8		
Total %	9	4.8	7.2	21	8.8	18.7	7.7	35.2	1	5.1	8	14.2	8.6	19.8	1.1	29.6	

	Golden Lantern Southbound				Dana Point Harbor Drive Westbound				Golden Lantern Northbound				Dana Point Harbor Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**52**	**31**	29	**112**	38	76	34	148	5	18	**35**	58	**47**	**151**	3	**201**	**519**
04:15 PM	32	24	29	85	35	71	**36**	142	4	12	22	38	43	102	4	149	414
04:30 PM	34	25	**36**	95	37	70	33	140	**6**	20	33	**59**	38	90	**6**	134	428
04:45 PM	41	16	26	83	**41**	**80**	28	**149**	3	**23**	26	52	29	64	6	99	383
Total Volume	159	96	120	375	151	297	131	579	18	73	116	207	157	407	19	583	1744
% App. Total	42.4	25.6	32		26.1	51.3	22.6		8.7	35.3	56		26.9	69.8	3.3		
PHF	.764	.774	.833	.837	.921	.928	.910	.971	.750	.793	.829	.877	.835	.674	.792	.725	.840

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

City of Dana Point
N/S: Golden Lantern
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 05_DPT_GL_DPH Dr PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	04:00 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	**52**	**31**	29	**112**	41	80	28	149	**7**	21	35	63	**47**	**151**	3	**201**
+15 mins.	32	24	29	85	**45**	**88**	24	**157**	4	22	36	62	43	102	4	149
+30 mins.	34	25	**36**	95	31	81	**38**	150	4	24	**41**	69	38	90	**6**	134
+45 mins.	41	16	26	83	45	79	33	157	2	**31**	41	**74**	29	64	6	99
Total Volume	159	96	120	375	162	328	123	613	17	98	153	268	157	407	19	583
% App. Total	42.4	25.6	32		26.4	53.5	20.1		6.3	36.6	57.1		26.9	69.8	3.3	
PHF	.764	.774	.833	.837	.900	.932	.809	.976	.607	.790	.933	.905	.835	.674	.792	.725

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

City of Dana Point
N/S: Golden Lantern
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 05_DPT_GL_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

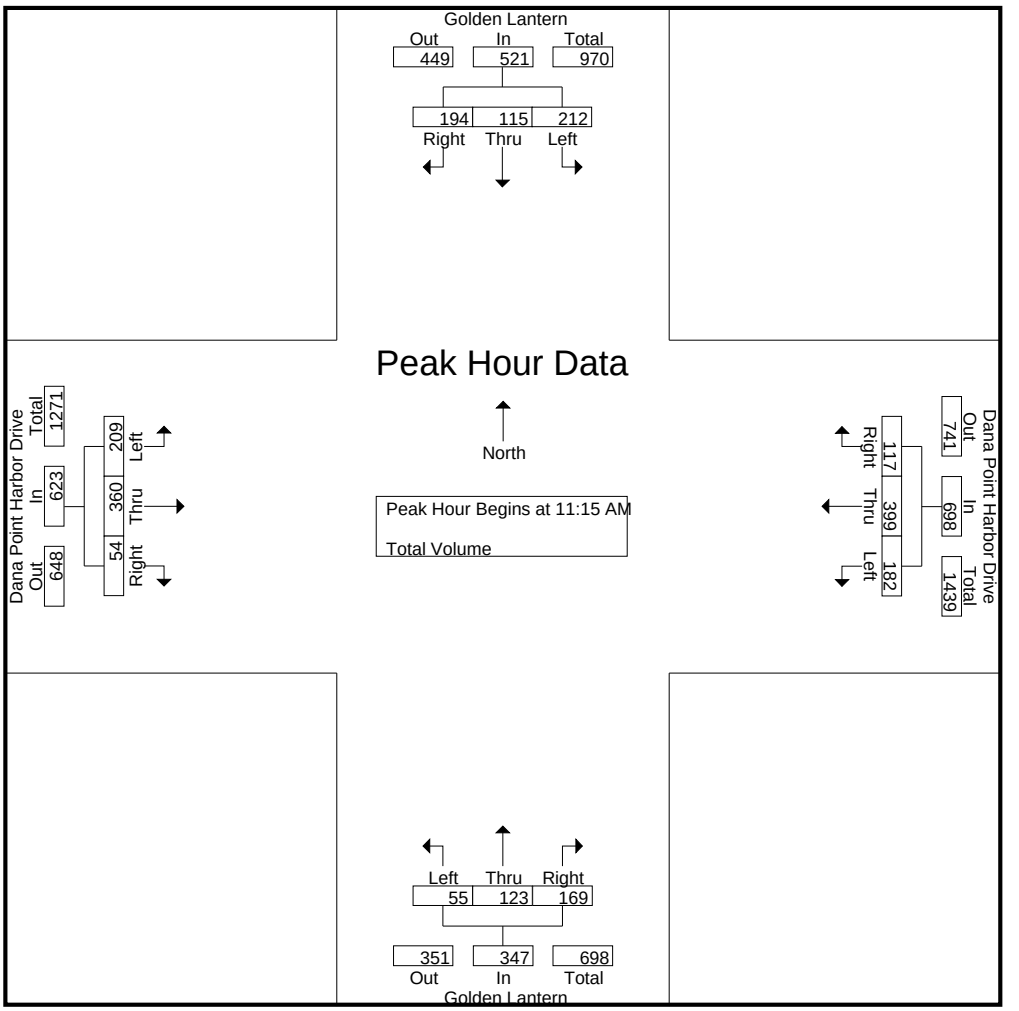
	Golden Lantern Southbound				Dana Point Harbor Drive Westbound				Golden Lantern Northbound				Dana Point Harbor Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	48	33	56	137	33	112	29	174	12	26	39	77	43	69	7	119	507
11:15 AM	48	29	51	128	48	76	32	156	7	25	37	69	65	98	17	180	533
11:30 AM	51	31	50	132	52	119	36	207	23	36	49	108	54	82	12	148	595
11:45 AM	59	28	48	135	37	102	17	156	13	28	42	83	51	92	9	152	526
Total	206	121	205	532	170	409	114	693	55	115	167	337	213	341	45	599	2161
12:00 PM	54	27	45	126	45	102	32	179	12	34	41	87	39	88	16	143	535
12:15 PM	53	25	39	117	45	83	26	154	10	22	28	60	41	73	9	123	454
12:30 PM	65	20	40	125	52	105	34	191	16	18	41	75	44	110	11	165	556
12:45 PM	50	32	39	121	40	116	38	194	9	30	49	88	43	88	18	149	552
Total	222	104	163	489	182	406	130	718	47	104	159	310	167	359	54	580	2097
Grand Total	428	225	368	1021	352	815	244	1411	102	219	326	647	380	700	99	1179	4258
Apprch %	41.9	22	36		24.9	57.8	17.3		15.8	33.8	50.4		32.2	59.4	8.4		
Total %	10.1	5.3	8.6	24	8.3	19.1	5.7	33.1	2.4	5.1	7.7	15.2	8.9	16.4	2.3	27.7	

	Golden Lantern Southbound				Dana Point Harbor Drive Westbound				Golden Lantern Northbound				Dana Point Harbor Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	48	29	**51**	128	48	76	32	156	7	25	37	69	**65**	**98**	**17**	**180**	533
11:30 AM	51	**31**	50	132	**52**	**119**	**36**	**207**	**23**	**36**	**49**	**108**	54	82	12	148	**595**
11:45 AM	**59**	28	48	**135**	37	102	17	156	13	28	42	83	51	92	9	152	526
12:00 PM	54	27	45	126	45	102	32	179	12	34	41	87	39	88	16	143	535
Total Volume	212	115	194	521	182	399	117	698	55	123	169	347	209	360	54	623	2189
% App. Total	40.7	22.1	37.2		26.1	57.2	16.8		15.9	35.4	48.7		33.5	57.8	8.7		
PHF	.898	.927	.951	.965	.875	.838	.813	.843	.598	.854	.862	.803	.804	.918	.794	.865	.920

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

City of Dana Point
N/S: Golden Lantern
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 05_DPT_GL_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				12:00 PM				11:15 AM				11:15 AM			
+0 mins.	48	**33**	**56**	**137**	45	102	32	179	7	25	37	69	**65**	**98**	**17**	**180**
+15 mins.	48	29	51	128	45	83	26	154	**23**	**36**	**49**	**108**	54	82	12	148
+30 mins.	51	31	50	132	**52**	105	34	191	13	28	42	83	51	92	9	152
+45 mins.	**59**	28	48	135	40	**116**	**38**	**194**	12	34	41	87	39	88	16	143
Total Volume	206	121	205	532	182	406	130	718	55	123	169	347	209	360	54	623
% App. Total	38.7	22.7	38.5		25.3	56.5	18.1		15.9	35.4	48.7		33.5	57.8	8.7	
PHF	.873	.917	.915	.971	.875	.875	.855	.925	.598	.854	.862	.803	.804	.918	.794	.865

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

City of Dana Point
N/S: Puerto Place
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 06_DPT_Puerto_DPH Dr AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

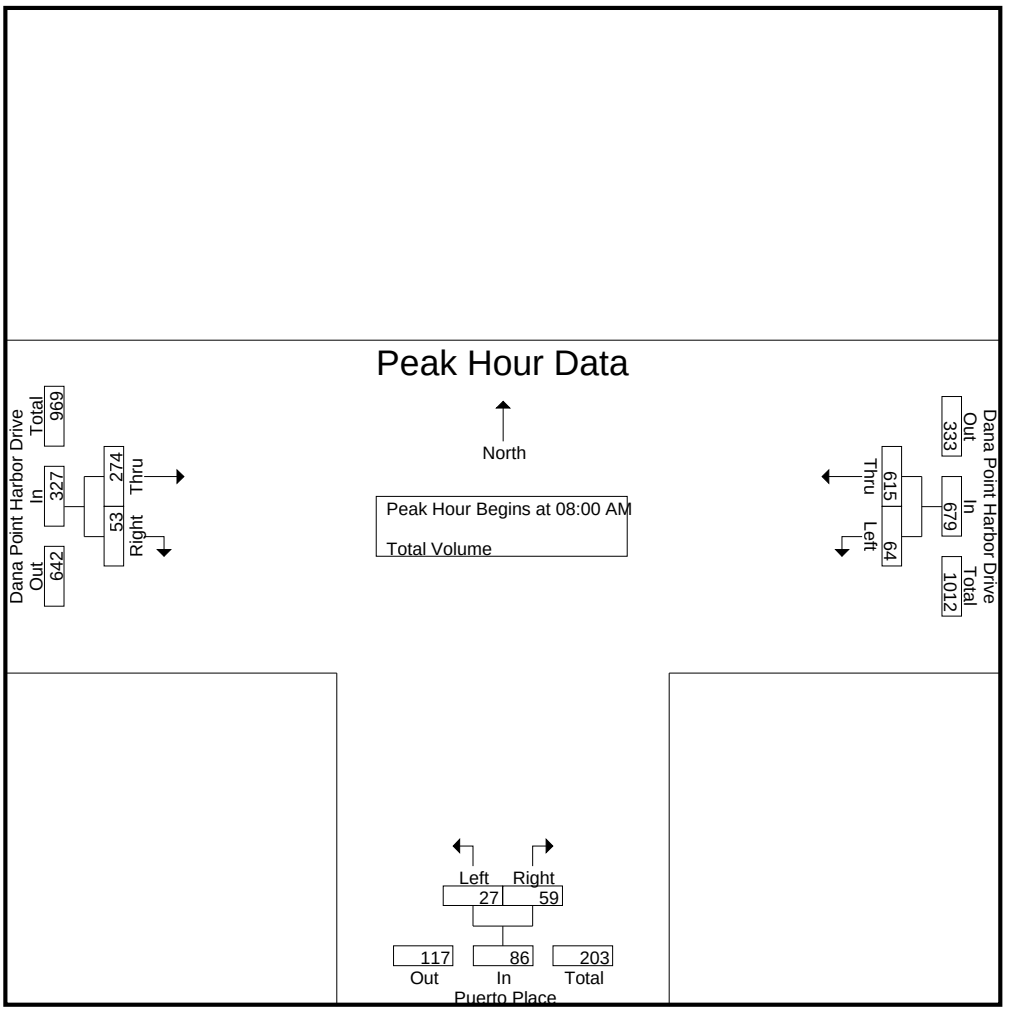
	Dana Point Harbor Drive Westbound			Puerto Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	8	56	64	4	8	12	42	6	48	124
07:15 AM	7	70	77	4	7	11	45	6	51	139
07:30 AM	9	88	97	1	10	11	38	13	51	159
07:45 AM	10	99	109	4	5	9	45	8	53	171
Total	34	313	347	13	30	43	170	33	203	593
08:00 AM	15	107	122	1	12	13	52	13	65	200
08:15 AM	15	174	189	6	15	21	54	8	62	272
08:30 AM	17	154	171	8	21	29	73	16	89	289
08:45 AM	17	180	197	12	11	23	95	16	111	331
Total	64	615	679	27	59	86	274	53	327	1092
Grand Total	98	928	1026	40	89	129	444	86	530	1685
Apprch %	9.6	90.4		31	69		83.8	16.2		
Total %	5.8	55.1	60.9	2.4	5.3	7.7	26.4	5.1	31.5	

	Dana Point Harbor Drive Westbound			Puerto Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	15	107	122	1	12	13	52	13	65	200
08:15 AM	15	174	189	6	15	21	54	8	62	272
08:30 AM	**17**	154	171	8	**21**	**29**	73	**16**	89	289
08:45 AM	17	**180**	**197**	**12**	11	23	**95**	16	**111**	**331**
Total Volume	64	615	679	27	59	86	274	53	327	1092
% App. Total	9.4	90.6		31.4	68.6		83.8	16.2		
PHF	.941	.854	.862	.563	.702	.741	.721	.828	.736	.825

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

City of Dana Point
N/S: Puerto Place
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 06_DPT_Puerto_DPH Dr AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	15	107	122	1	12	13	52	13	65
+15 mins.	15	174	189	6	15	21	54	8	62
+30 mins.	**17**	154	171	8	**21**	**29**	73	**16**	89
+45 mins.	17	**180**	**197**	**12**	11	23	**95**	16	**111**
Total Volume	64	615	679	27	59	86	274	53	327
% App. Total	9.4	90.6		31.4	68.6		83.8	16.2	
PHF	.941	.854	.862	.563	.702	.741	.721	.828	.736

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

City of Dana Point
N/S: Puerto Place
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 06_DPT_Puerto_DPH Dr PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

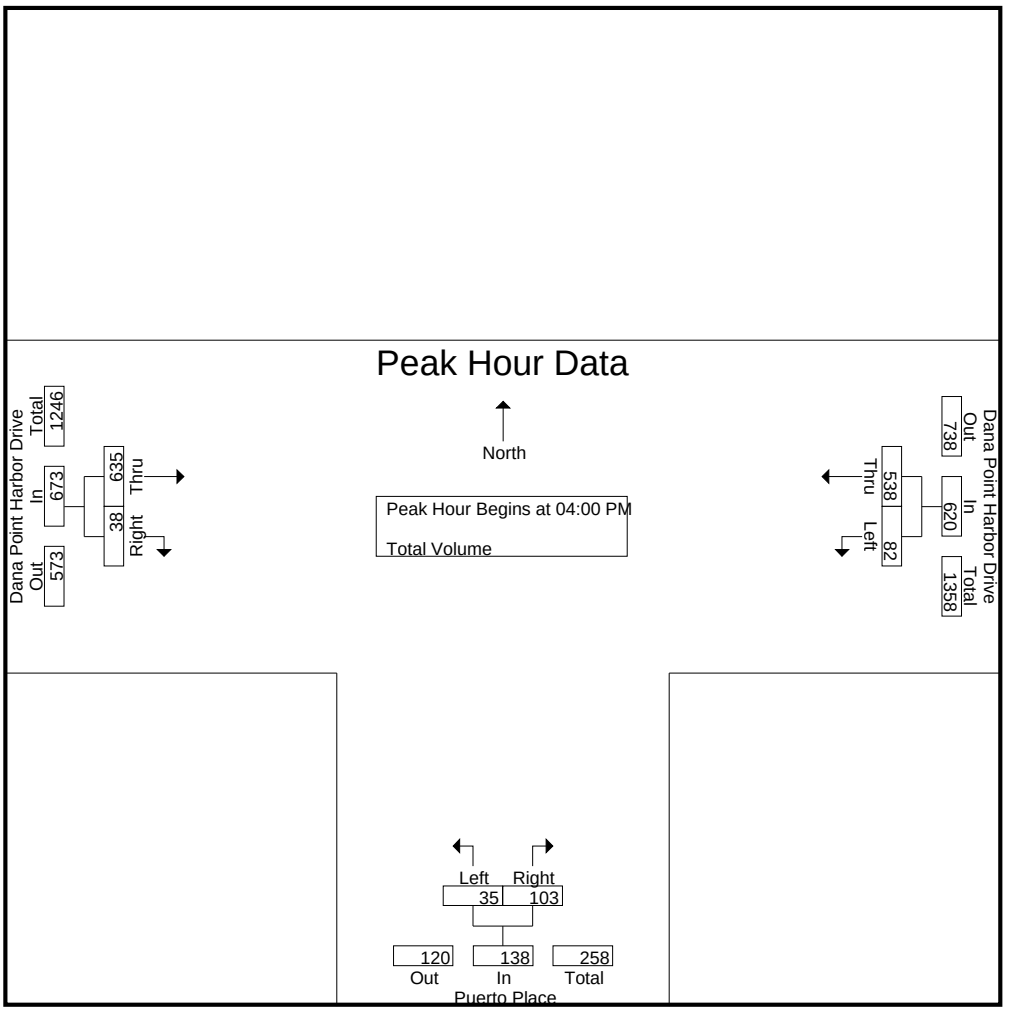
	Dana Point Harbor Drive Westbound			Puerto Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	23	133	156	5	26	31	225	14	239	426
04:15 PM	24	151	175	4	30	34	141	8	149	358
04:30 PM	18	123	141	11	23	34	132	9	141	316
04:45 PM	17	131	148	15	24	39	137	7	144	331
Total	82	538	620	35	103	138	635	38	673	1431
05:00 PM	24	146	170	6	20	26	132	17	149	345
05:15 PM	25	156	181	5	24	29	138	16	154	364
05:30 PM	19	145	164	13	29	42	123	9	132	338
05:45 PM	25	128	153	5	36	41	115	20	135	329
Total	93	575	668	29	109	138	508	62	570	1376
Grand Total	175	1113	1288	64	212	276	1143	100	1243	2807
Apprch %	13.6	86.4		23.2	76.8		92	8		
Total %	6.2	39.7	45.9	2.3	7.6	9.8	40.7	3.6	44.3	

	Dana Point Harbor Drive Westbound			Puerto Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	23	133	156	5	26	31	**225**	**14**	**239**	**426**
04:15 PM	**24**	**151**	**175**	4	**30**	34	141	8	149	358
04:30 PM	18	123	141	11	23	34	132	9	141	316
04:45 PM	17	131	148	**15**	24	**39**	137	7	144	331
Total Volume	82	538	620	35	103	138	635	38	673	1431
% App. Total	13.2	86.8		25.4	74.6		94.4	5.6		
PHF	.854	.891	.886	.583	.858	.885	.706	.679	.704	.840

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

City of Dana Point
N/S: Puerto Place
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 06_DPT_Puerto_DPH Dr PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	24	146	170	5	26	31	**225**	**14**	**239**
+15 mins.	**25**	**156**	**181**	4	**30**	34	141	8	149
+30 mins.	19	145	164	11	23	34	132	9	141
+45 mins.	25	128	153	**15**	24	**39**	137	7	144
Total Volume	93	575	668	35	103	138	635	38	673
% App. Total	13.9	86.1		25.4	74.6		94.4	5.6	
PHF	.930	.921	.923	.583	.858	.885	.706	.679	.704

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

City of Dana Point
N/S: Puerto Place
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 06_DPT_Puerto_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

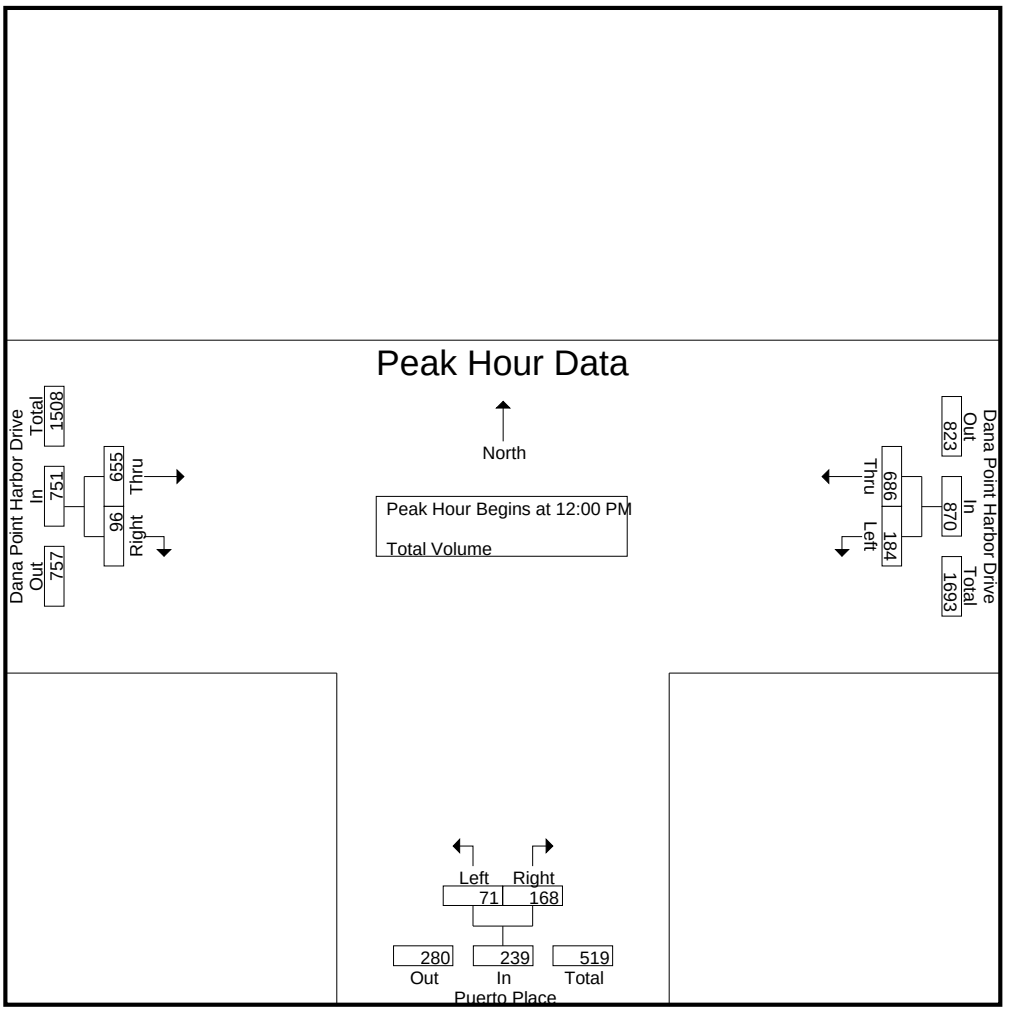
	Dana Point Harbor Drive Westbound			Puerto Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	30	151	181	20	27	47	134	22	156	384
11:15 AM	39	168	207	5	21	26	158	20	178	411
11:30 AM	27	175	202	21	31	52	161	20	181	435
11:45 AM	39	145	184	15	21	36	162	27	189	409
Total	135	639	774	61	100	161	615	89	704	1639
12:00 PM	51	170	221	15	47	62	167	25	192	475
12:15 PM	55	149	204	20	35	55	142	14	156	415
12:30 PM	48	184	232	15	46	61	176	36	212	505
12:45 PM	30	183	213	21	40	61	170	21	191	465
Total	184	686	870	71	168	239	655	96	751	1860
Grand Total	319	1325	1644	132	268	400	1270	185	1455	3499
Apprch %	19.4	80.6		33	67		87.3	12.7		
Total %	9.1	37.9	47	3.8	7.7	11.4	36.3	5.3	41.6	

	Dana Point Harbor Drive Westbound			Puerto Place Northbound			Dana Point Harbor Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	51	170	221	15	**47**	**62**	167	25	192	475
12:15 PM	**55**	149	204	20	35	55	142	14	156	415
12:30 PM	48	**184**	**232**	15	46	61	**176**	**36**	**212**	**505**
12:45 PM	30	183	213	**21**	40	61	170	21	191	465
Total Volume	184	686	870	71	168	239	655	96	751	1860
% App. Total	21.1	78.9		29.7	70.3		87.2	12.8		
PHF	.836	.932	.938	.845	.894	.964	.930	.667	.886	.921

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

City of Dana Point
N/S: Puerto Place
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 06_DPT_Puerto_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



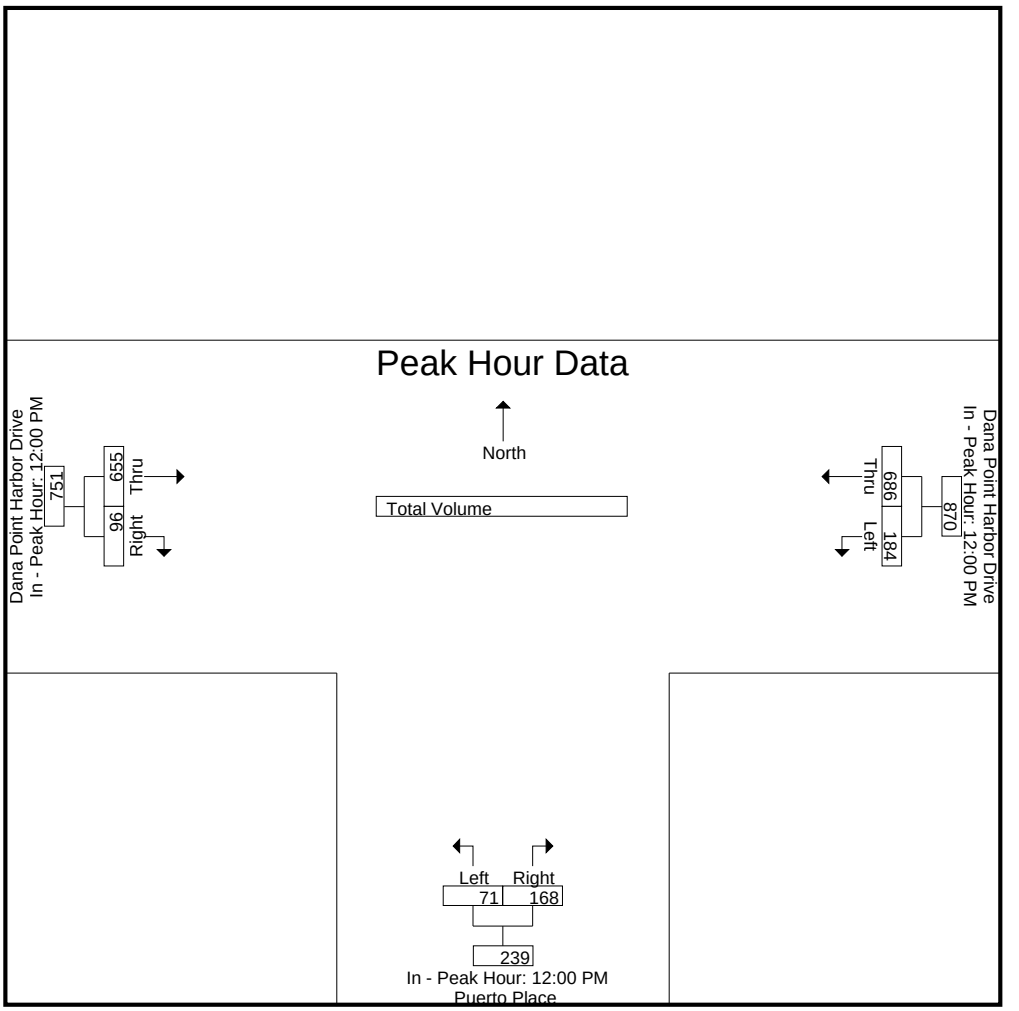
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM			12:00 PM			12:00 PM		
+0 mins.	51	170	221	15	**47**	**62**	167	25	192
+15 mins.	**55**	149	204	20	35	55	142	14	156
+30 mins.	48	**184**	**232**	15	46	61	**176**	**36**	**212**
+45 mins.	30	183	213	**21**	40	61	170	21	191
Total Volume	184	686	870	71	168	239	655	96	751
% App. Total	21.1	78.9		29.7	70.3		87.2	12.8	
PHF	.836	.932	.938	.845	.894	.964	.930	.667	.886

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

City of Dana Point
N/S: Puerto Place
E/W: Dana Point Harbor Drive
Weather: Clear

File Name : 06_DPT_Puerto_DPH Dr SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 3



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

City of Dana Point
N/S: Dana Point Harbor Drive
E/W: Park Lantern
Weather: Clear

File Name : 07_DPT_DPH Dr_ParkL AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

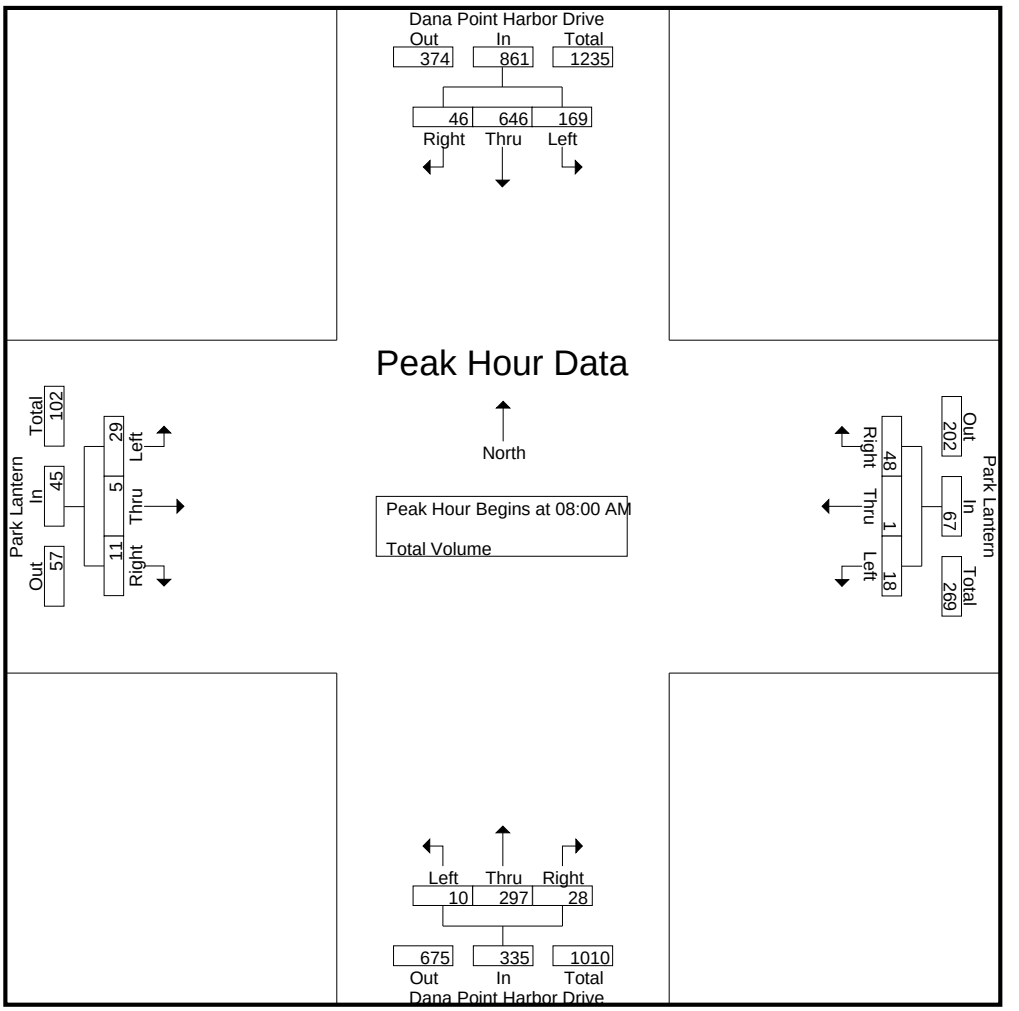
	Dana Point Harbor Drive Southbound				Park Lantern Westbound				Dana Point Harbor Drive Northbound				Park Lantern Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	65	9	101	5	0	7	12	3	44	5	52	10	0	4	14	179
07:15 AM	17	76	18	111	0	0	5	5	4	43	3	50	13	0	2	15	181
07:30 AM	27	77	8	112	5	0	16	21	4	33	5	42	5	1	3	9	184
07:45 AM	22	113	13	148	0	0	8	8	4	45	7	56	13	1	3	17	229
Total	93	331	48	472	10	0	36	46	15	165	20	200	41	2	12	55	773
08:00 AM	20	131	11	162	5	0	8	13	0	64	4	68	8	0	2	10	253
08:15 AM	28	166	9	203	2	0	8	10	4	53	8	65	7	1	2	10	288
08:30 AM	38	164	11	213	3	1	14	18	2	89	7	98	7	2	4	13	342
08:45 AM	83	185	15	283	8	0	18	26	4	91	9	104	7	2	3	12	425
Total	169	646	46	861	18	1	48	67	10	297	28	335	29	5	11	45	1308
Grand Total	262	977	94	1333	28	1	84	113	25	462	48	535	70	7	23	100	2081
Apprch %	19.7	73.3	7.1		24.8	0.9	74.3		4.7	86.4	9		70	7	23		
Total %	12.6	46.9	4.5	64.1	1.3	0	4	5.4	1.2	22.2	2.3	25.7	3.4	0.3	1.1	4.8	

	Dana Point Harbor Drive Southbound				Park Lantern Westbound				Dana Point Harbor Drive Northbound				Park Lantern Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	20	131	11	162	5	0	8	13	0	64	4	68	**8**	0	2	10	253
08:15 AM	28	166	9	203	2	0	8	10	**4**	53	8	65	7	1	2	10	288
08:30 AM	38	164	11	213	3	**1**	14	18	2	89	7	98	7	**2**	**4**	**13**	342
08:45 AM	**83**	**185**	**15**	**283**	**8**	0	**18**	**26**	4	**91**	**9**	**104**	7	2	3	12	**425**
Total Volume	169	646	46	861	18	1	48	67	10	297	28	335	29	5	11	45	1308
% App. Total	19.6	75	5.3		26.9	1.5	71.6		3	88.7	8.4		64.4	11.1	24.4		
PHF	.509	.873	.767	.761	.563	.250	.667	.644	.625	.816	.778	.805	.906	.625	.688	.865	.769

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

City of Dana Point
N/S: Dana Point Harbor Drive
E/W: Park Lantern
Weather: Clear

File Name : 07_DPT_DPH Dr_ParkL AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				07:00 AM			
+0 mins.	20	131	11	162	5	0	8	13	0	64	4	68	10	0	**4**	14
+15 mins.	28	166	9	203	2	0	8	10	**4**	53	8	65	**13**	0	2	15
+30 mins.	38	164	11	213	3	**1**	14	18	2	89	7	98	5	**1**	3	9
+45 mins.	**83**	**185**	**15**	**283**	**8**	0	**18**	**26**	4	**91**	**9**	**104**	13	1	3	**17**
Total Volume	169	646	46	861	18	1	48	67	10	297	28	335	41	2	12	55
% App. Total	19.6	75	5.3		26.9	1.5	71.6		3	88.7	8.4		74.5	3.6	21.8	
PHF	.509	.873	.767	.761	.563	.250	.667	.644	.625	.816	.778	.805	.788	.500	.750	.809

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

City of Dana Point
N/S: Dana Point Harbor Drive
E/W: Park Lantern
Weather: Clear

File Name : 07_DPT_DPH Dr_ParkL PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

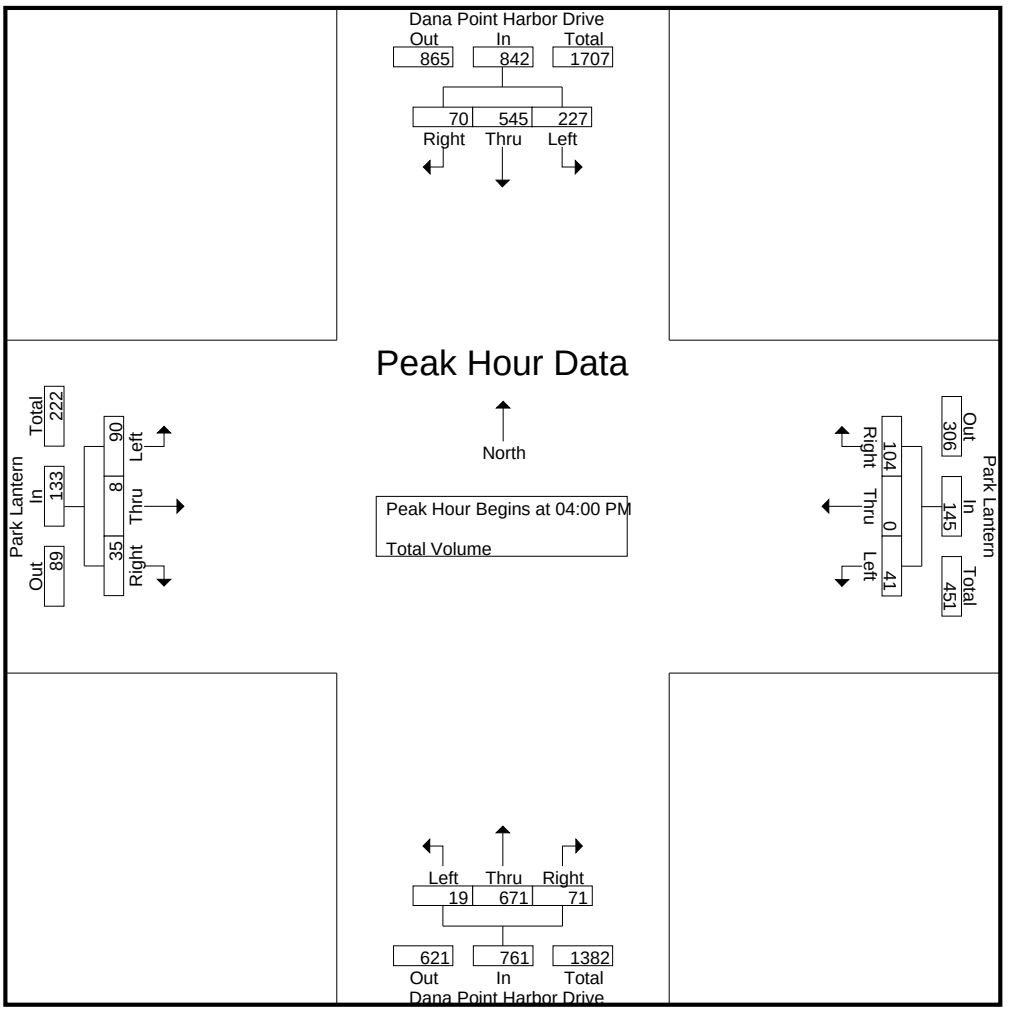
	Dana Point Harbor Drive Southbound				Park Lantern Westbound				Dana Point Harbor Drive Northbound				Park Lantern Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	57	126	17	200	13	0	29	42	5	207	22	234	35	2	11	48	524
04:15 PM	73	156	19	248	7	0	20	27	6	179	19	204	14	2	11	27	506
04:30 PM	44	120	16	180	10	0	26	36	1	141	11	153	19	1	5	25	394
04:45 PM	53	143	18	214	11	0	29	40	7	144	19	170	22	3	8	33	457
Total	227	545	70	842	41	0	104	145	19	671	71	761	90	8	35	133	1881
05:00 PM	51	142	16	209	14	1	23	38	5	130	9	144	27	0	2	29	420
05:15 PM	45	155	14	214	6	1	20	27	0	132	14	146	18	0	6	24	411
05:30 PM	54	155	12	221	8	3	34	45	3	140	24	167	21	0	11	32	465
05:45 PM	40	130	7	177	16	0	39	55	5	133	18	156	11	1	3	15	403
Total	190	582	49	821	44	5	116	165	13	535	65	613	77	1	22	100	1699
Grand Total	417	1127	119	1663	85	5	220	310	32	1206	136	1374	167	9	57	233	3580
Apprch %	25.1	67.8	7.2		27.4	1.6	71		2.3	87.8	9.9		71.7	3.9	24.5		
Total %	11.6	31.5	3.3	46.5	2.4	0.1	6.1	8.7	0.9	33.7	3.8	38.4	4.7	0.3	1.6	6.5	

	Dana Point Harbor Drive Southbound				Park Lantern Westbound				Dana Point Harbor Drive Northbound				Park Lantern Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	57	126	17	200	**13**	0	**29**	**42**	5	**207**	**22**	**234**	**35**	2	**11**	**48**	**524**
04:15 PM	**73**	**156**	**19**	**248**	7	0	20	27	6	179	19	204	14	2	11	27	506
04:30 PM	44	120	16	180	10	0	26	36	1	141	11	153	19	1	5	25	394
04:45 PM	53	143	18	214	11	0	29	40	**7**	144	19	170	22	**3**	8	33	457
Total Volume	227	545	70	842	41	0	104	145	19	671	71	761	90	8	35	133	1881
% App. Total	27	64.7	8.3		28.3	0	71.7		2.5	88.2	9.3		67.7	6	26.3		
PHF	.777	.873	.921	.849	.788	.000	.897	.863	.679	.810	.807	.813	.643	.667	.795	.693	.897

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

City of Dana Point
N/S: Dana Point Harbor Drive
E/W: Park Lantern
Weather: Clear

File Name : 07_DPT_DPH Dr_ParkL PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	04:45 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	53	143	**18**	214	14	1	23	38	5	**207**	**22**	**234**	**35**	2	**11**	**48**
+15 mins.	51	142	16	209	6	1	20	27	6	179	19	204	14	2	11	27
+30 mins.	45	**155**	14	214	8	**3**	34	45	1	141	11	153	19	1	5	25
+45 mins.	**54**	155	12	**221**	**16**	0	**39**	**55**	**7**	144	19	170	22	**3**	8	33
Total Volume	203	595	60	858	44	5	116	165	19	671	71	761	90	8	35	133
% App. Total	23.7	69.3	7		26.7	3	70.3		2.5	88.2	9.3		67.7	6	26.3	
PHF	.940	.960	.833	.971	.688	.417	.744	.750	.679	.810	.807	.813	.643	.667	.795	.693

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

City of Dana Point
N/S: Dana Point Harbor Drive
E/W: Park Lantern
Weather: Clear

File Name : 07_DPT_DPH Dr_ParkL SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

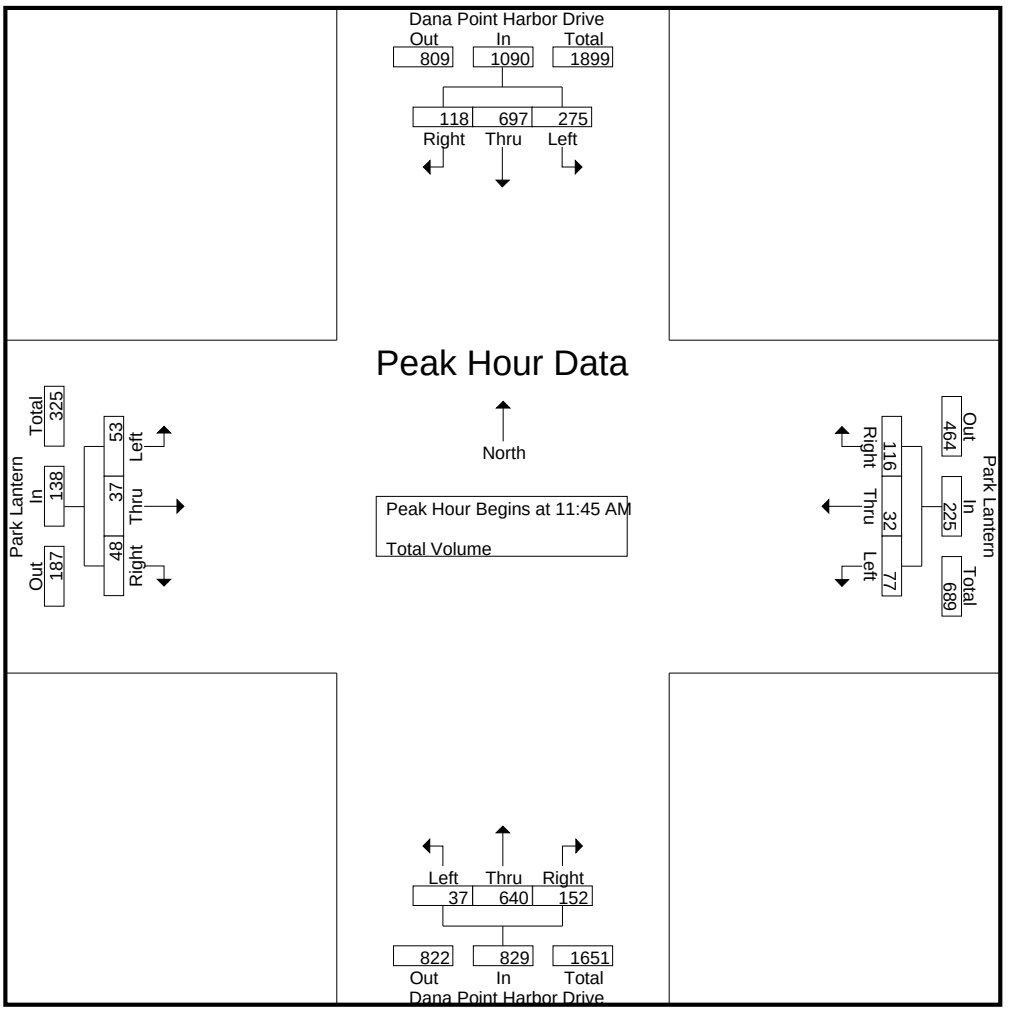
	Dana Point Harbor Drive Southbound				Park Lantern Westbound				Dana Point Harbor Drive Northbound				Park Lantern Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	92	169	26	287	4	2	21	27	8	138	20	166	11	4	11	26	506
11:15 AM	80	175	23	278	12	2	12	26	4	153	25	182	21	4	9	34	520
11:30 AM	77	177	22	276	7	3	22	32	11	141	31	183	23	1	5	29	520
11:45 AM	70	179	33	282	18	9	25	52	9	165	37	211	20	13	9	42	587
Total	319	700	104	1123	41	16	80	137	32	597	113	742	75	22	34	131	2133
12:00 PM	62	157	24	243	19	11	30	60	7	153	31	191	11	9	19	39	533
12:15 PM	69	174	33	276	17	3	32	52	12	141	36	189	8	10	4	22	539
12:30 PM	74	187	28	289	23	9	29	61	9	181	48	238	14	5	16	35	623
12:45 PM	65	193	26	284	10	0	22	32	14	163	41	218	12	7	8	27	561
Total	270	711	111	1092	69	23	113	205	42	638	156	836	45	31	47	123	2256
Grand Total	589	1411	215	2215	110	39	193	342	74	1235	269	1578	120	53	81	254	4389
Apprch %	26.6	63.7	9.7		32.2	11.4	56.4		4.7	78.3	17		47.2	20.9	31.9		
Total %	13.4	32.1	4.9	50.5	2.5	0.9	4.4	7.8	1.7	28.1	6.1	36	2.7	1.2	1.8	5.8	

	Dana Point Harbor Drive Southbound				Park Lantern Westbound				Dana Point Harbor Drive Northbound				Park Lantern Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	70	179	**33**	282	18	9	25	52	9	165	37	211	**20**	**13**	9	**42**	587
12:00 PM	62	157	24	243	19	**11**	30	60	7	153	31	191	11	9	**19**	39	533
12:15 PM	69	174	33	276	17	3	**32**	52	**12**	141	36	189	8	10	4	22	539
12:30 PM	**74**	**187**	28	**289**	**23**	9	29	**61**	9	**181**	**48**	**238**	14	5	16	35	**623**
Total Volume	275	697	118	1090	77	32	116	225	37	640	152	829	53	37	48	138	2282
% App. Total	25.2	63.9	10.8		34.2	14.2	51.6		4.5	77.2	18.3		38.4	26.8	34.8		
PHF	.929	.932	.894	.943	.837	.727	.906	.922	.771	.884	.792	.871	.663	.712	.632	.821	.916

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

City of Dana Point
N/S: Dana Point Harbor Drive
E/W: Park Lantern
Weather: Clear

File Name : 07_DPT_DPH Dr_ParkL SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:45 AM				12:00 PM				11:15 AM			
+0 mins.	**92**	169	26	**287**	18	9	25	52	7	153	31	191	21	4	9	34
+15 mins.	80	175	23	278	19	**11**	30	60	12	141	36	189	**23**	1	5	29
+30 mins.	77	177	22	276	17	3	**32**	52	9	**181**	**48**	**238**	20	**13**	9	**42**
+45 mins.	70	**179**	**33**	282	**23**	9	29	**61**	**14**	163	41	218	11	9	**19**	39
Total Volume	319	700	104	1123	77	32	116	225	42	638	156	836	75	27	42	144
% App. Total	28.4	62.3	9.3		34.2	14.2	51.6		5	76.3	18.7		52.1	18.8	29.2	
PHF	.867	.978	.788	.978	.837	.727	.906	.922	.750	.881	.813	.878	.815	.519	.553	.857

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

City of Dana Point
N/S: Del Obispo St/Dana Point Harbor Dr
E/W: Pacific Coast Highway
Weather: Clear

File Name : 08_DPT_DPH Dr_PCH AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

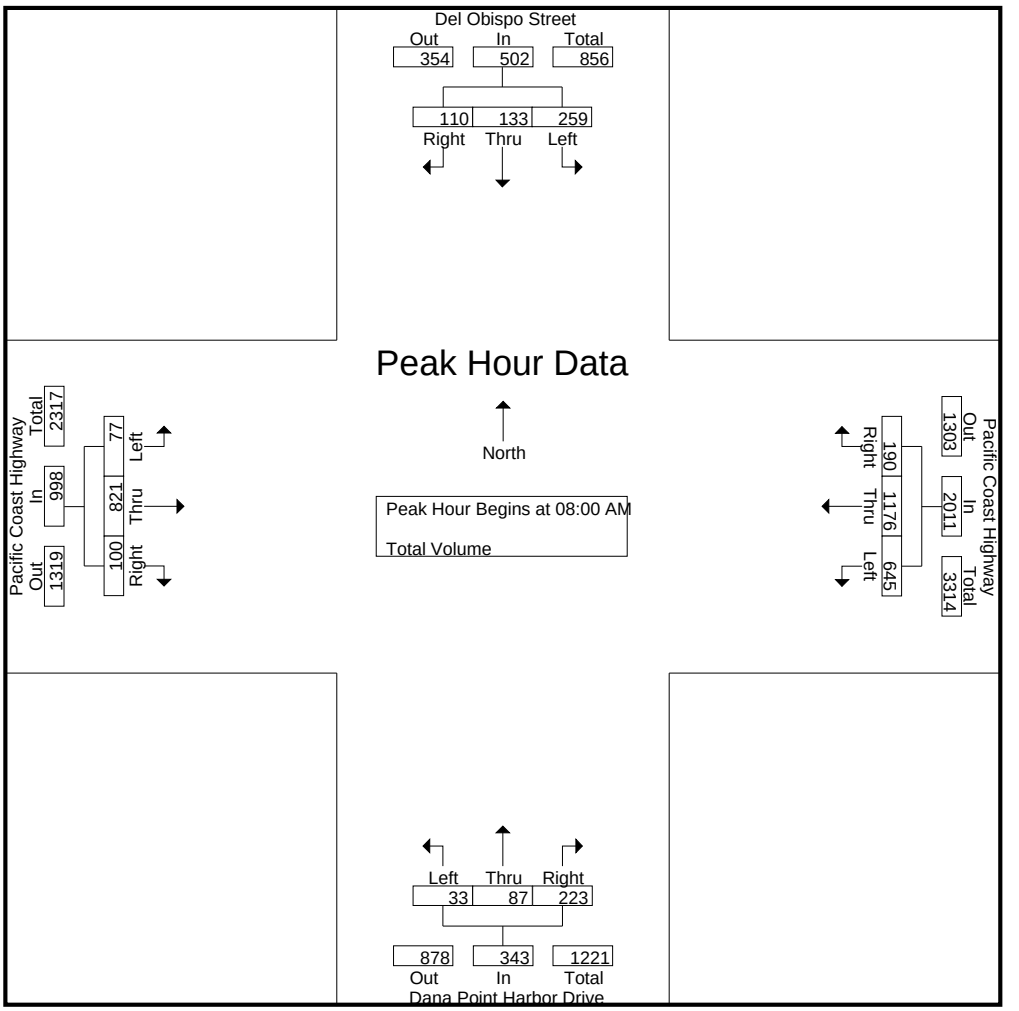
	Del Obispo Street Southbound				Pacific Coast Highway Westbound				Dana Point Harbor Drive Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	51	21	15	87	61	182	24	267	15	10	35	60	12	152	9	173	587
07:15 AM	36	29	18	83	63	225	31	319	6	12	41	59	17	124	16	157	618
07:30 AM	35	18	23	76	89	217	29	335	12	12	29	53	13	178	23	214	678
07:45 AM	78	19	27	124	99	279	35	413	13	15	35	63	20	202	17	239	839
Total	200	87	83	370	312	903	119	1334	46	49	140	235	62	656	65	783	2722
08:00 AM	61	25	30	116	125	279	46	450	7	18	47	72	18	187	14	219	857
08:15 AM	61	34	21	116	166	295	35	496	8	21	49	78	14	203	27	244	934
08:30 AM	46	24	22	92	158	303	54	515	9	32	56	97	21	226	28	275	979
08:45 AM	91	50	37	178	196	299	55	550	9	16	71	96	24	205	31	260	1084
Total	259	133	110	502	645	1176	190	2011	33	87	223	343	77	821	100	998	3854
Grand Total	459	220	193	872	957	2079	309	3345	79	136	363	578	139	1477	165	1781	6576
Apprch %	52.6	25.2	22.1		28.6	62.2	9.2		13.7	23.5	62.8		7.8	82.9	9.3		
Total %	7	3.3	2.9	13.3	14.6	31.6	4.7	50.9	1.2	2.1	5.5	8.8	2.1	22.5	2.5	27.1	

	Del Obispo Street Southbound				Pacific Coast Highway Westbound				Dana Point Harbor Drive Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	61	25	30	116	125	279	46	450	7	18	47	72	18	187	14	219	857
08:15 AM	61	34	21	116	166	295	35	496	8	21	49	78	14	203	27	244	934
08:30 AM	46	24	22	92	158	**303**	54	515	**9**	**32**	56	**97**	21	**226**	28	**275**	979
08:45 AM	**91**	**50**	**37**	**178**	**196**	299	**55**	**550**	9	16	**71**	96	**24**	205	**31**	260	**1084**
Total Volume	259	133	110	502	645	1176	190	2011	33	87	223	343	77	821	100	998	3854
% App. Total	51.6	26.5	21.9		32.1	58.5	9.4		9.6	25.4	65		7.7	82.3	10		
PHF	.712	.665	.743	.705	.823	.970	.864	.914	.917	.680	.785	.884	.802	.908	.806	.907	.889

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

City of Dana Point
N/S: Del Obispo St/Dana Point Harbor Dr
E/W: Pacific Coast Highway
Weather: Clear

File Name : 08_DPT_DPH Dr_PCH AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	61	25	30	116	125	279	46	450	7	18	47	72	18	187	14	219
+15 mins.	61	34	21	116	166	295	35	496	8	21	49	78	14	203	27	244
+30 mins.	46	24	22	92	158	**303**	54	515	**9**	**32**	56	**97**	21	**226**	28	**275**
+45 mins.	**91**	**50**	**37**	**178**	**196**	299	**55**	**550**	9	16	**71**	96	**24**	205	**31**	260
Total Volume	259	133	110	502	645	1176	190	2011	33	87	223	343	77	821	100	998
% App. Total	51.6	26.5	21.9		32.1	58.5	9.4		9.6	25.4	65		7.7	82.3	10	
PHF	.712	.665	.743	.705	.823	.970	.864	.914	.917	.680	.785	.884	.802	.908	.806	.907

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

City of Dana Point
N/S: Del Obispo St/Dana Point Harbor Dr
E/W: Pacific Coast Highway
Weather: Clear

File Name : 08_DPT_DPH Dr_PCH PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

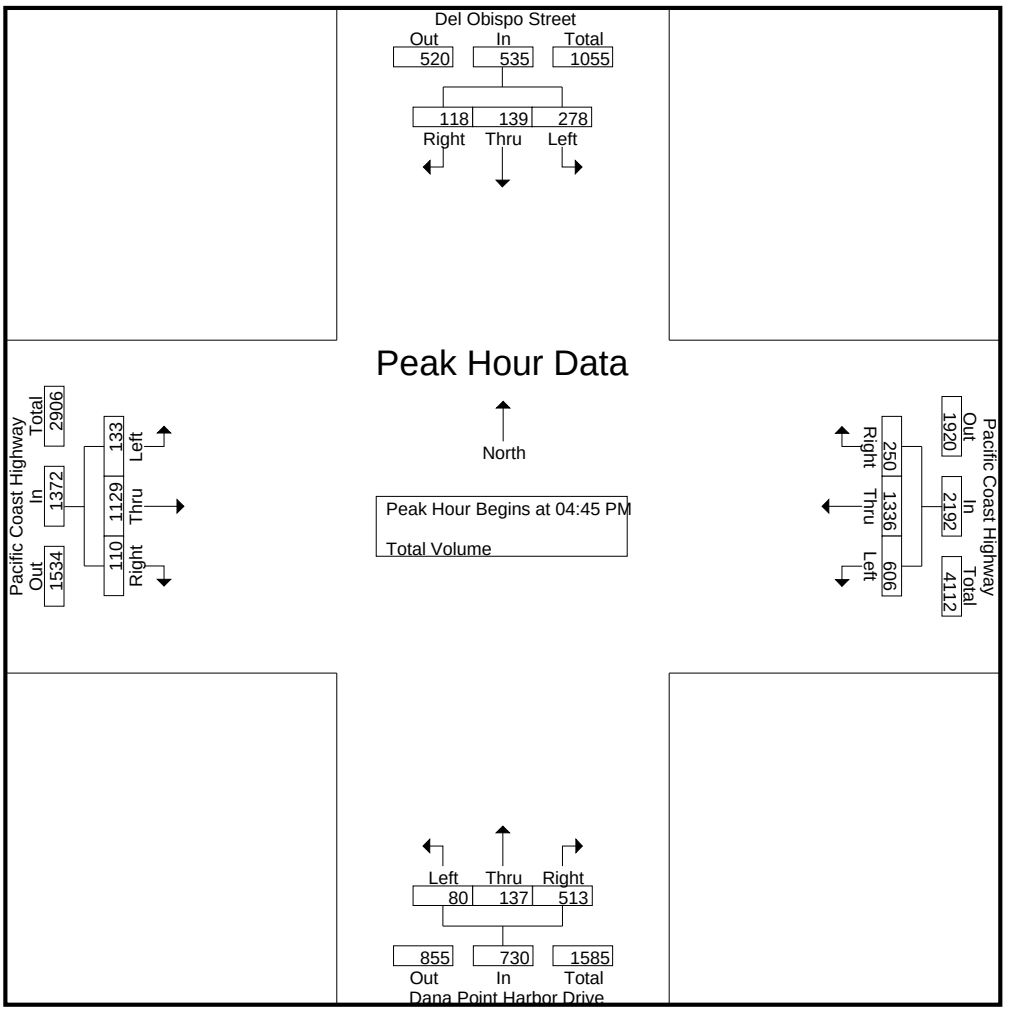
	Del Obispo Street Southbound				Pacific Coast Highway Westbound				Dana Point Harbor Drive Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	82	50	32	164	171	278	49	498	29	51	179	259	20	298	26	344	1265
04:15 PM	56	30	32	118	173	315	53	541	18	34	146	198	25	272	30	327	1184
04:30 PM	74	42	25	141	126	317	59	502	14	36	153	203	29	249	15	293	1139
04:45 PM	68	33	26	127	137	355	59	551	15	41	110	166	30	289	22	341	1185
Total	280	155	115	550	607	1265	220	2092	76	162	588	826	104	1108	93	1305	4773
05:00 PM	68	29	33	130	160	313	63	536	23	31	136	190	35	272	32	339	1195
05:15 PM	65	44	33	142	145	344	61	550	19	30	136	185	27	317	23	367	1244
05:30 PM	77	33	26	136	164	324	67	555	23	35	131	189	41	251	33	325	1205
05:45 PM	51	36	38	125	136	328	67	531	32	30	114	176	31	278	23	332	1164
Total	261	142	130	533	605	1309	258	2172	97	126	517	740	134	1118	111	1363	4808
Grand Total	541	297	245	1083	1212	2574	478	4264	173	288	1105	1566	238	2226	204	2668	9581
Apprch %	50	27.4	22.6		28.4	60.4	11.2		11	18.4	70.6		8.9	83.4	7.6		
Total %	5.6	3.1	2.6	11.3	12.7	26.9	5	44.5	1.8	3	11.5	16.3	2.5	23.2	2.1	27.8	

	Del Obispo Street Southbound				Pacific Coast Highway Westbound				Dana Point Harbor Drive Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	68	33	26	127	137	**355**	59	551	15	**41**	110	166	30	289	22	341	1185
05:00 PM	68	29	**33**	130	160	313	63	536	**23**	31	**136**	**190**	35	272	32	339	1195
05:15 PM	65	**44**	33	**142**	145	344	61	550	19	30	136	185	27	**317**	23	**367**	**1244**
05:30 PM	**77**	33	26	136	**164**	324	**67**	**555**	23	35	131	189	**41**	251	**33**	325	1205
Total Volume	278	139	118	535	606	1336	250	2192	80	137	513	730	133	1129	110	1372	4829
% App. Total	52	26	22.1		27.6	60.9	11.4		11	18.8	70.3		9.7	82.3	8		
PHF	.903	.790	.894	.942	.924	.941	.933	.987	.870	.835	.943	.961	.811	.890	.833	.935	.970

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

City of Dana Point
N/S: Del Obispo St/Dana Point Harbor Dr
E/W: Pacific Coast Highway
Weather: Clear

File Name : 08_DPT_DPH Dr_PCH PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	04:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	**82**	**50**	**32**	**164**	137	**355**	59	551	**29**	**51**	**179**	**259**	30	289	22	341
+15 mins.	56	30	32	118	160	313	63	536	18	34	146	198	35	272	32	339
+30 mins.	74	42	25	141	145	344	61	550	14	36	153	203	27	**317**	23	**367**
+45 mins.	68	33	26	127	**164**	324	**67**	**555**	15	41	110	166	**41**	251	**33**	325
Total Volume	280	155	115	550	606	1336	250	2192	76	162	588	826	133	1129	110	1372
% App. Total	50.9	28.2	20.9		27.6	60.9	11.4		9.2	19.6	71.2		9.7	82.3	8	
PHF	.854	.775	.898	.838	.924	.941	.933	.987	.655	.794	.821	.797	.811	.890	.833	.935

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

City of Dana Point
N/S: Del Obispo St/Dana Point Harbor Dr
E/W: Pacific Coast Highway
Weather: Clear

File Name : 08_DPT_DPH Dr_PCH SAT
Site Code : 00324647
Start Date : 7/20/2024

Groups Printed- Total Volume

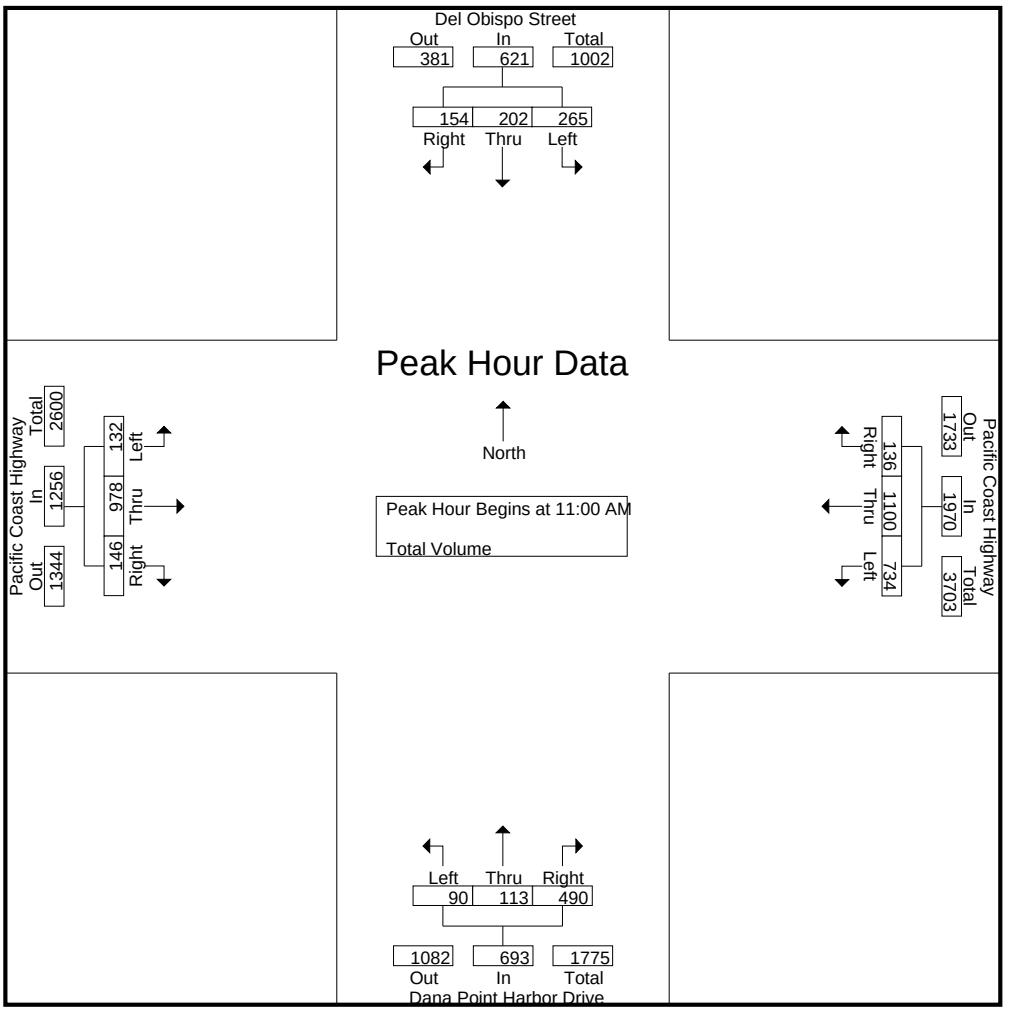
	Del Obispo Street Southbound				Pacific Coast Highway Westbound				Dana Point Harbor Drive Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	62	34	36	132	184	326	49	559	20	23	110	153	33	237	36	306	1150
11:15 AM	65	61	32	158	191	251	28	470	21	27	127	175	30	249	44	323	1126
11:30 AM	80	57	44	181	195	300	39	534	26	37	126	189	30	236	31	297	1201
11:45 AM	58	50	42	150	164	223	20	407	23	26	127	176	39	256	35	330	1063
Total	265	202	154	621	734	1100	136	1970	90	113	490	693	132	978	146	1256	4540
12:00 PM	68	71	28	167	137	222	50	409	30	44	146	220	28	253	48	329	1125
12:15 PM	72	56	35	163	169	221	40	430	28	30	135	193	34	255	36	325	1111
12:30 PM	66	61	43	170	196	248	31	475	24	37	145	206	36	250	35	321	1172
12:45 PM	59	75	36	170	161	275	40	476	31	39	118	188	24	235	34	293	1127
Total	265	263	142	670	663	966	161	1790	113	150	544	807	122	993	153	1268	4535
Grand Total	530	465	296	1291	1397	2066	297	3760	203	263	1034	1500	254	1971	299	2524	9075
Apprch %	41.1	36	22.9		37.2	54.9	7.9		13.5	17.5	68.9		10.1	78.1	11.8		
Total %	5.8	5.1	3.3	14.2	15.4	22.8	3.3	41.4	2.2	2.9	11.4	16.5	2.8	21.7	3.3	27.8	

	Del Obispo Street Southbound				Pacific Coast Highway Westbound				Dana Point Harbor Drive Northbound				Pacific Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	62	34	36	132	184	**326**	**49**	**559**	20	23	110	153	33	237	36	306	1150
11:15 AM	65	**61**	32	158	191	251	28	470	21	27	**127**	175	30	249	**44**	323	1126
11:30 AM	**80**	57	**44**	**181**	**195**	300	39	534	**26**	**37**	126	**189**	30	236	31	297	**1201**
11:45 AM	58	50	42	150	164	223	20	407	23	26	127	176	**39**	**256**	35	**330**	1063
Total Volume	265	202	154	621	734	1100	136	1970	90	113	490	693	132	978	146	1256	4540
% App. Total	42.7	32.5	24.8		37.3	55.8	6.9		13	16.3	70.7		10.5	77.9	11.6		
PHF	.828	.828	.875	.858	.941	.844	.694	.881	.865	.764	.965	.917	.846	.955	.830	.952	.945

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

City of Dana Point
N/S: Del Obispo St/Dana Point Harbor Dr
E/W: Pacific Coast Highway
Weather: Clear

File Name : 08_DPT_DPH Dr_PCH SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:00 AM				12:00 PM				11:45 AM			
+0 mins.	68	71	28	167	184	**326**	**49**	**559**	30	**44**	**146**	**220**	**39**	**256**	35	**330**
+15 mins.	**72**	56	35	163	191	251	28	470	28	30	135	193	28	253	**48**	329
+30 mins.	66	61	**43**	**170**	**195**	300	39	534	24	37	145	206	34	255	36	325
+45 mins.	59	**75**	36	170	164	223	20	407	**31**	39	118	188	36	250	35	321
Total Volume	265	263	142	670	734	1100	136	1970	113	150	544	807	137	1014	154	1305
% App. Total	39.6	39.3	21.2		37.3	55.8	6.9		14	18.6	67.4		10.5	77.7	11.8	
PHF	.920	.877	.826	.985	.941	.844	.694	.881	.911	.852	.932	.917	.878	.990	.802	.989

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

City of Dana Point
N/S: Del Obispo Street
E/W: Stonehill Drive
Weather: Clear

File Name : 09_DPT_DelO_StoHl AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

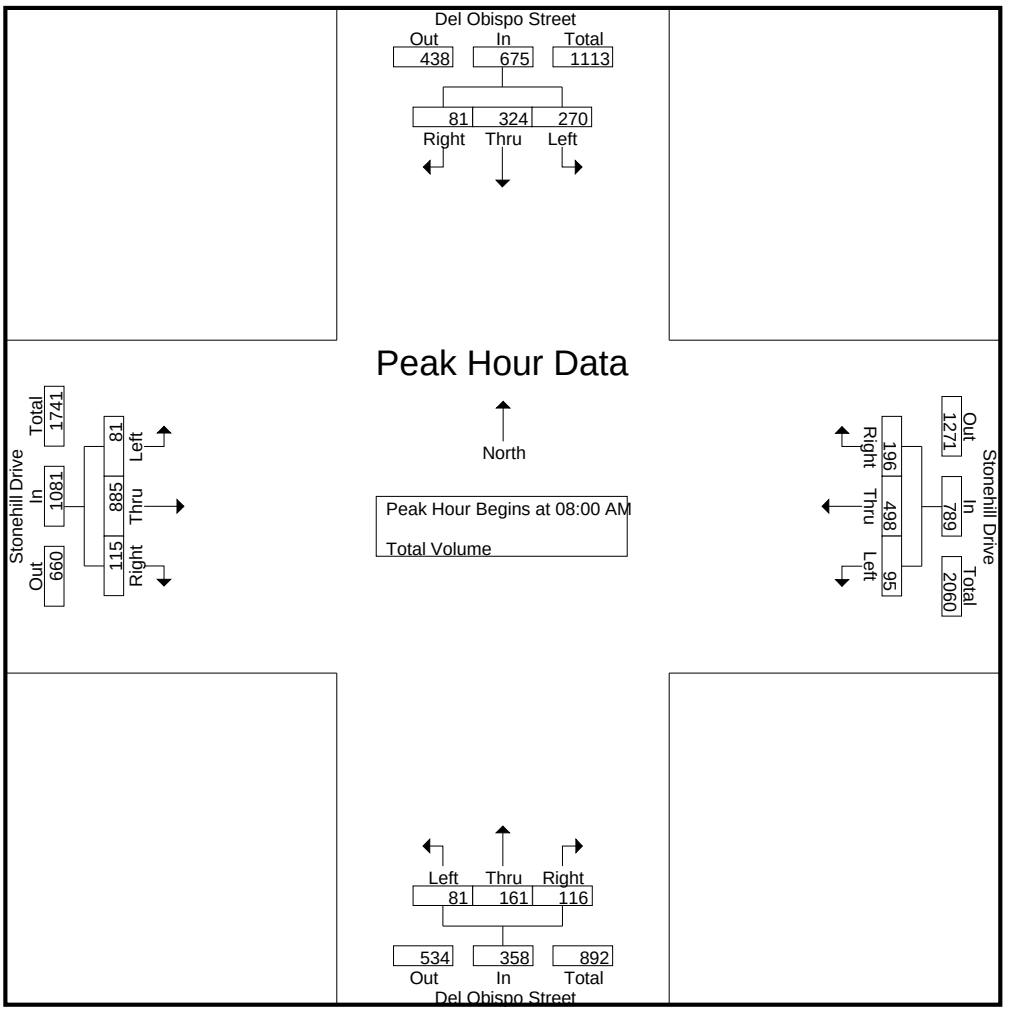
	Del Obispo Street Southbound				Stonehill Drive Westbound				Del Obispo Street Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	53	43	8	104	21	57	20	98	10	16	23	49	5	141	16	162	413
07:15 AM	38	44	13	95	17	76	25	118	12	26	18	56	16	172	20	208	477
07:30 AM	50	62	19	131	20	67	27	114	12	23	17	52	17	178	23	218	515
07:45 AM	61	75	20	156	24	98	32	154	15	31	33	79	19	214	30	263	652
Total	202	224	60	486	82	298	104	484	49	96	91	236	57	705	89	851	2057
08:00 AM	61	76	25	162	20	118	38	176	19	40	26	85	18	210	29	257	680
08:15 AM	74	63	17	154	26	140	52	218	18	32	24	74	28	220	20	268	714
08:30 AM	61	76	25	162	28	103	39	170	21	50	34	105	16	226	34	276	713
08:45 AM	74	109	14	197	21	137	67	225	23	39	32	94	19	229	32	280	796
Total	270	324	81	675	95	498	196	789	81	161	116	358	81	885	115	1081	2903
Grand Total	472	548	141	1161	177	796	300	1273	130	257	207	594	138	1590	204	1932	4960
Apprch %	40.7	47.2	12.1		13.9	62.5	23.6		21.9	43.3	34.8		7.1	82.3	10.6		
Total %	9.5	11	2.8	23.4	3.6	16	6	25.7	2.6	5.2	4.2	12	2.8	32.1	4.1	39	

	Del Obispo Street Southbound				Stonehill Drive Westbound				Del Obispo Street Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	61	76	**25**	162	20	118	38	176	19	40	26	85	18	210	29	257	680
08:15 AM	**74**	63	17	154	26	**140**	52	218	18	32	24	74	**28**	220	20	268	714
08:30 AM	61	76	25	162	**28**	103	39	170	21	**50**	**34**	**105**	16	226	**34**	276	713
08:45 AM	74	**109**	14	**197**	21	137	**67**	**225**	**23**	39	32	94	19	**229**	32	**280**	**796**
Total Volume	270	324	81	675	95	498	196	789	81	161	116	358	81	885	115	1081	2903
% App. Total	40	48	12		12	63.1	24.8		22.6	45	32.4		7.5	81.9	10.6		
PHF	.912	.743	.810	.857	.848	.889	.731	.877	.880	.805	.853	.852	.723	.966	.846	.965	.912

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

City of Dana Point
N/S: Del Obispo Street
E/W: Stonehill Drive
Weather: Clear

File Name : 09_DPT_DelO_StoHl AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	61	76	**25**	162	20	118	38	176	19	40	26	85	18	210	29	257
+15 mins.	**74**	63	17	154	26	**140**	52	218	18	32	24	74	**28**	220	20	268
+30 mins.	61	76	25	162	**28**	103	39	170	21	**50**	**34**	**105**	16	226	**34**	276
+45 mins.	74	**109**	14	**197**	21	137	**67**	**225**	**23**	39	32	94	19	**229**	32	**280**
Total Volume	270	324	81	675	95	498	196	789	81	161	116	358	81	885	115	1081
% App. Total	40	48	12		12	63.1	24.8		22.6	45	32.4		7.5	81.9	10.6	
PHF	.912	.743	.810	.857	.848	.889	.731	.877	.880	.805	.853	.852	.723	.966	.846	.965

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

City of Dana Point
N/S: Del Obispo Street
E/W: Stonehill Drive
Weather: Clear

File Name : 09_DPT_DelO_StoHl PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

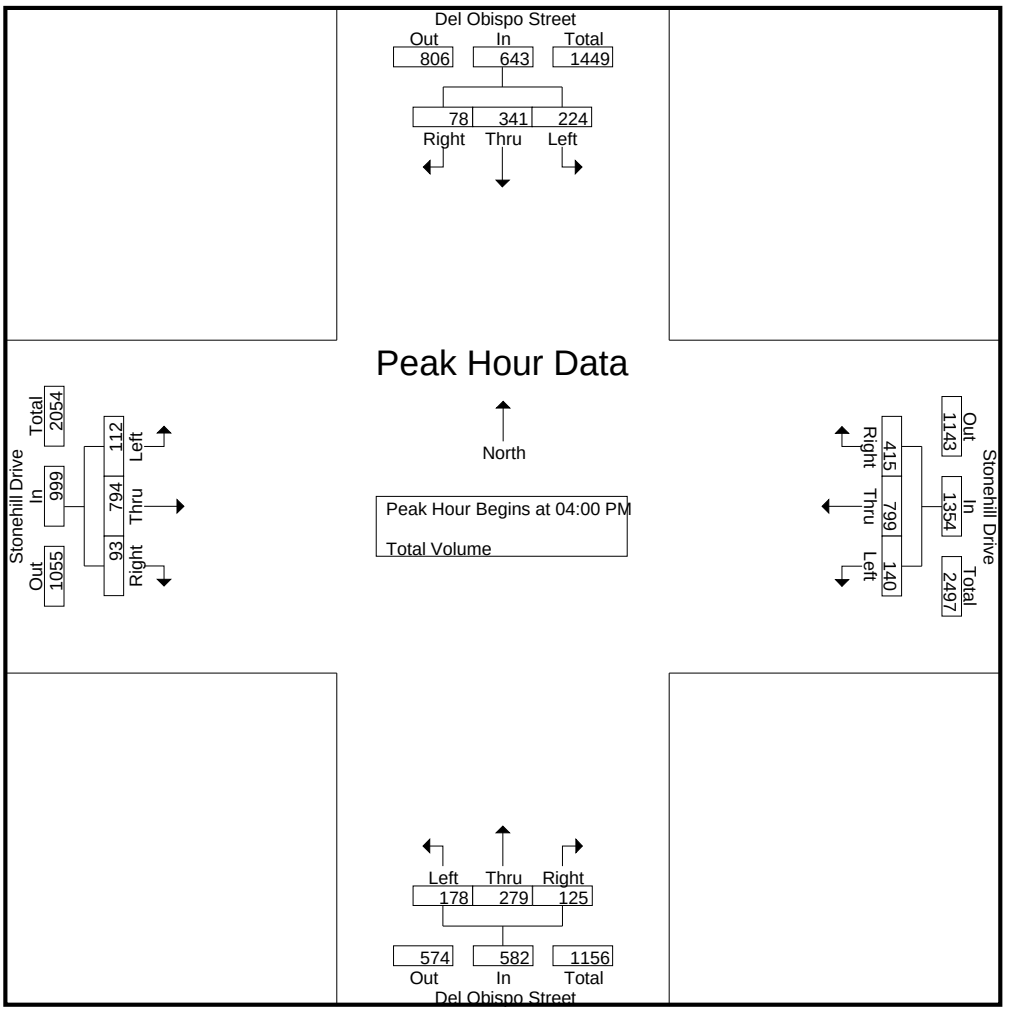
	Del Obispo Street Southbound				Stonehill Drive Westbound				Del Obispo Street Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	52	83	17	152	33	230	106	369	36	54	32	122	31	207	23	261	904
04:15 PM	67	94	25	186	32	182	112	326	55	78	37	170	29	176	17	222	904
04:30 PM	49	69	13	131	40	221	101	362	40	76	28	144	22	235	30	287	924
04:45 PM	56	95	23	174	35	166	96	297	47	71	28	146	30	176	23	229	846
Total	224	341	78	643	140	799	415	1354	178	279	125	582	112	794	93	999	3578
05:00 PM	52	78	26	156	37	201	81	319	30	69	32	131	32	224	23	279	885
05:15 PM	58	77	13	148	34	164	77	275	52	75	25	152	31	207	26	264	839
05:30 PM	57	89	22	168	30	175	105	310	39	80	28	147	35	200	26	261	886
05:45 PM	31	68	21	120	29	182	66	277	30	63	18	111	27	182	29	238	746
Total	198	312	82	592	130	722	329	1181	151	287	103	541	125	813	104	1042	3356
Grand Total	422	653	160	1235	270	1521	744	2535	329	566	228	1123	237	1607	197	2041	6934
Apprch %	34.2	52.9	13		10.7	60	29.3		29.3	50.4	20.3		11.6	78.7	9.7		
Total %	6.1	9.4	2.3	17.8	3.9	21.9	10.7	36.6	4.7	8.2	3.3	16.2	3.4	23.2	2.8	29.4	

	Del Obispo Street Southbound				Stonehill Drive Westbound				Del Obispo Street Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	52	83	17	152	33	**230**	106	**369**	36	54	32	122	**31**	207	23	261	904
04:15 PM	**67**	94	**25**	**186**	32	182	**112**	326	**55**	**78**	**37**	**170**	29	176	17	222	904
04:30 PM	49	69	13	131	**40**	221	101	362	40	76	28	144	22	**235**	**30**	**287**	**924**
04:45 PM	56	**95**	23	174	35	166	96	297	47	71	28	146	30	176	23	229	846
Total Volume	224	341	78	643	140	799	415	1354	178	279	125	582	112	794	93	999	3578
% App. Total	34.8	53	12.1		10.3	59	30.6		30.6	47.9	21.5		11.2	79.5	9.3		
PHF	.836	.897	.780	.864	.875	.868	.926	.917	.809	.894	.845	.856	.903	.845	.775	.870	.968

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

City of Dana Point
N/S: Del Obispo Street
E/W: Stonehill Drive
Weather: Clear

File Name : 09_DPT_DelO_StoHl PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	**67**	94	25	**186**	33	**230**	106	**369**	**55**	**78**	**37**	**170**	22	**235**	**30**	**287**
+15 mins.	49	69	13	131	32	182	**112**	326	40	76	28	144	30	176	23	229
+30 mins.	56	**95**	23	174	**40**	221	101	362	47	71	28	146	**32**	224	23	279
+45 mins.	52	78	**26**	156	35	166	96	297	30	69	32	131	31	207	26	264
Total Volume	224	336	87	647	140	799	415	1354	172	294	125	591	115	842	102	1059
% App. Total	34.6	51.9	13.4		10.3	59	30.6		29.1	49.7	21.2		10.9	79.5	9.6	
PHF	.836	.884	.837	.870	.875	.868	.926	.917	.782	.942	.845	.869	.898	.896	.850	.922

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

City of Dana Point
N/S: Del Obispo Street
E/W: Stonehill Drive
Weather: Clear

File Name : 09_DPT_DelO_StoHlSAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

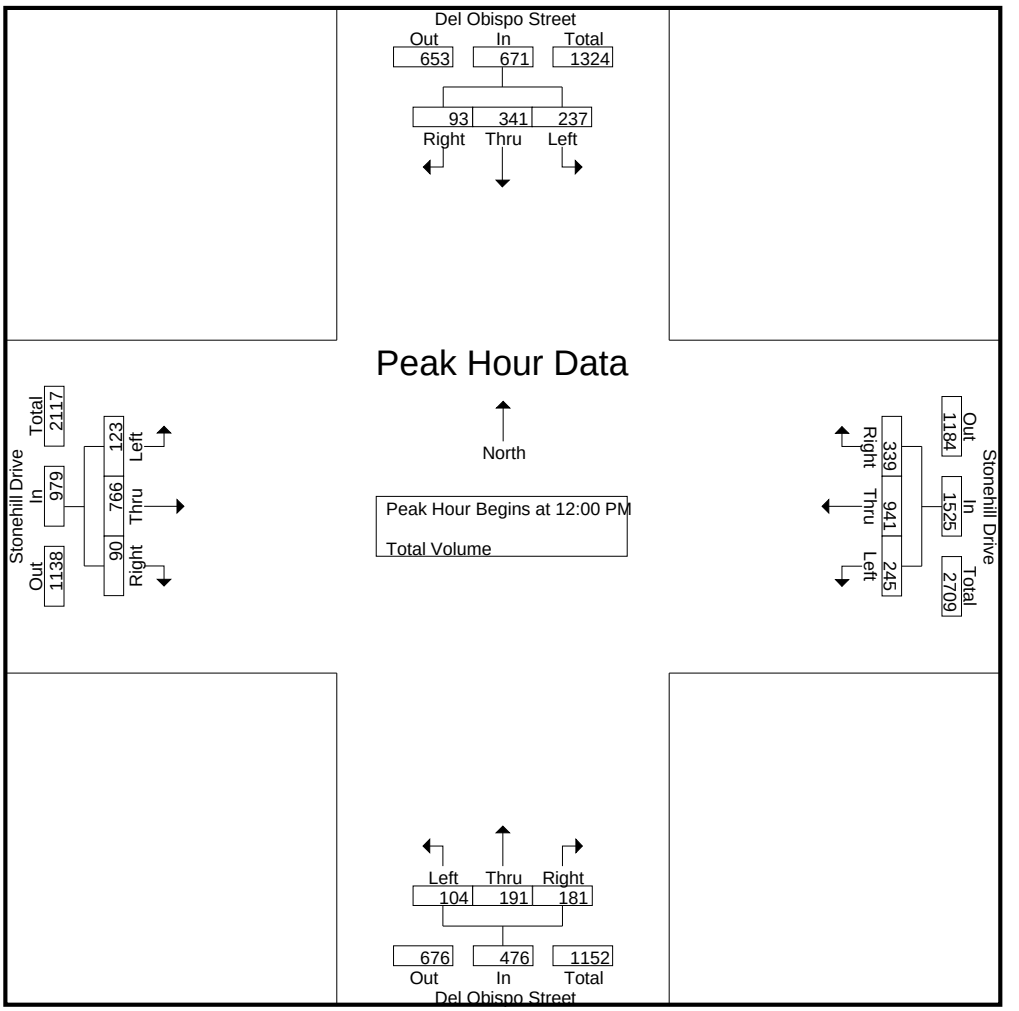
	Del Obispo Street Southbound				Stonehill Drive Westbound				Del Obispo Street Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	58	75	19	152	51	202	74	327	20	42	38	100	34	221	12	267	846
11:15 AM	72	95	25	192	45	202	69	316	36	63	35	134	45	184	17	246	888
11:30 AM	58	89	16	163	62	201	100	363	24	37	43	104	24	223	22	269	899
11:45 AM	63	88	38	189	56	180	77	313	22	58	41	121	27	203	27	257	880
Total	251	347	98	696	214	785	320	1319	102	200	157	459	130	831	78	1039	3513
12:00 PM	66	92	34	192	59	204	84	347	30	50	41	121	39	182	28	249	909
12:15 PM	56	89	26	171	60	261	94	415	28	50	49	127	21	200	27	248	961
12:30 PM	54	90	14	158	71	217	84	372	25	47	47	119	34	171	22	227	876
12:45 PM	61	70	19	150	55	259	77	391	21	44	44	109	29	213	13	255	905
Total	237	341	93	671	245	941	339	1525	104	191	181	476	123	766	90	979	3651
Grand Total	488	688	191	1367	459	1726	659	2844	206	391	338	935	253	1597	168	2018	7164
Apprch %	35.7	50.3	14		16.1	60.7	23.2		22	41.8	36.1		12.5	79.1	8.3		
Total %	6.8	9.6	2.7	19.1	6.4	24.1	9.2	39.7	2.9	5.5	4.7	13.1	3.5	22.3	2.3	28.2	

	Del Obispo Street Southbound				Stonehill Drive Westbound				Del Obispo Street Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**66**	**92**	**34**	**192**	59	204	84	347	**30**	**50**	41	121	**39**	182	**28**	249	909
12:15 PM	56	89	26	171	60	**261**	**94**	**415**	28	50	**49**	**127**	21	200	27	248	**961**
12:30 PM	54	90	14	158	**71**	217	84	372	25	47	47	119	34	171	22	227	876
12:45 PM	61	70	19	150	55	259	77	391	21	44	44	109	29	**213**	13	**255**	905
Total Volume	237	341	93	671	245	941	339	1525	104	191	181	476	123	766	90	979	3651
% App. Total	35.3	50.8	13.9		16.1	61.7	22.2		21.8	40.1	38		12.6	78.2	9.2		
PHF	.898	.927	.684	.874	.863	.901	.902	.919	.867	.955	.923	.937	.788	.899	.804	.960	.950

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

City of Dana Point
N/S: Del Obispo Street
E/W: Stonehill Drive
Weather: Clear

File Name : 09_DPT_DelO_StoHlSAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:15 AM				12:00 PM				11:45 AM				11:00 AM			
+0 mins.	**72**	**95**	25	**192**	59	204	84	347	22	**58**	41	121	34	221	12	267
+15 mins.	58	89	16	163	60	**261**	**94**	**415**	**30**	50	41	121	**45**	184	17	246
+30 mins.	63	88	**38**	189	**71**	217	84	372	28	50	**49**	**127**	24	**223**	22	**269**
+45 mins.	66	92	34	192	55	259	77	391	25	47	47	119	27	203	**27**	257
Total Volume	259	364	113	736	245	941	339	1525	105	205	178	488	130	831	78	1039
% App. Total	35.2	49.5	15.4		16.1	61.7	22.2		21.5	42	36.5		12.5	80	7.5	
PHF	.899	.958	.743	.958	.863	.901	.902	.919	.875	.884	.908	.961	.722	.932	.722	.966

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

City of Dana Point
N/S: Camino Capistrano
E/W: Stonehill Drive/I-5 NB On Ramp
Weather: Clear

File Name : 10_DPT_CamCap_StoHl AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

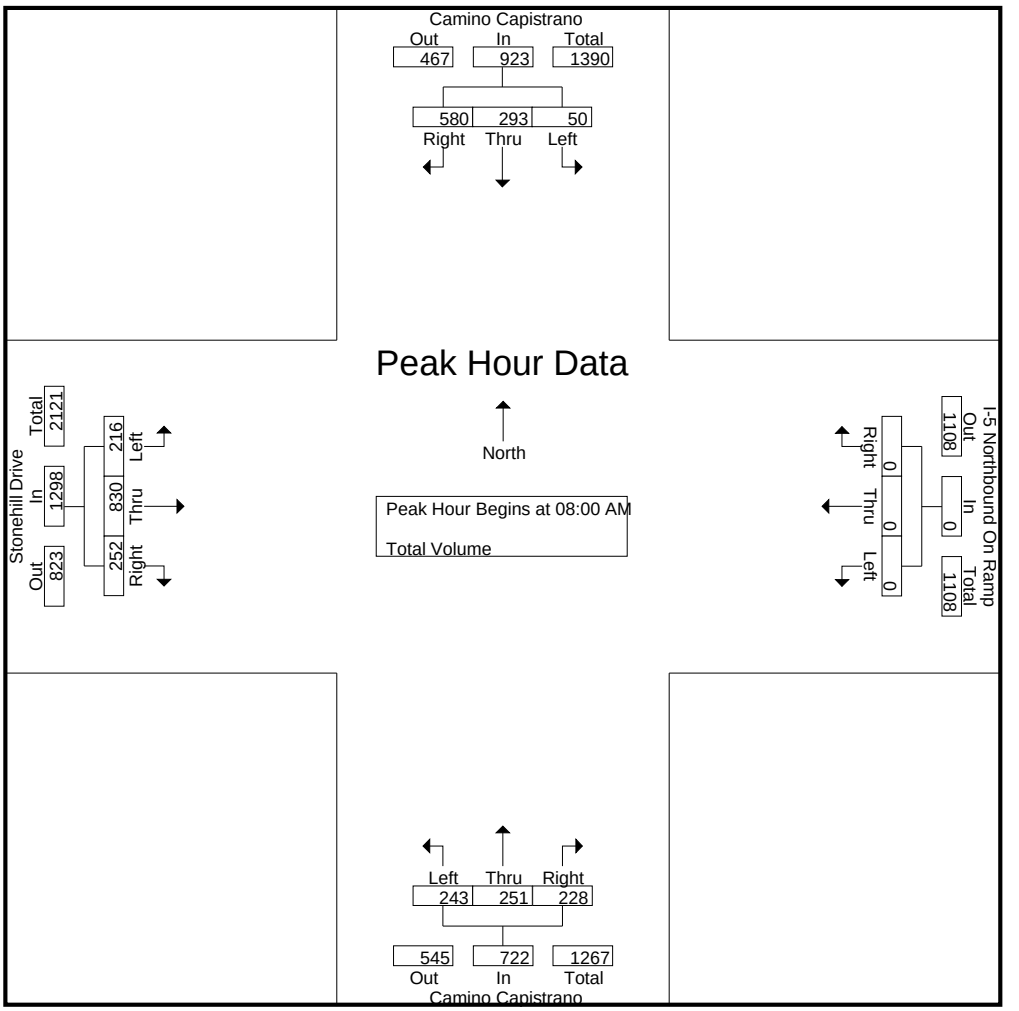
	Camino Capistrano Southbound				I-5 Northbound On Ramp Westbound				Camino Capistrano Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	34	61	105	0	0	0	0	33	39	49	121	37	170	55	262	488
07:15 AM	13	41	91	145	0	0	0	0	37	34	46	117	32	183	34	249	511
07:30 AM	9	44	86	139	0	0	0	0	39	43	53	135	17	171	45	233	507
07:45 AM	13	49	113	175	0	0	0	0	51	73	45	169	52	232	59	343	687
Total	45	168	351	564	0	0	0	0	160	189	193	542	138	756	193	1087	2193
08:00 AM	4	70	142	216	0	0	0	0	63	48	55	166	52	190	69	311	693
08:15 AM	15	66	151	232	0	0	0	0	52	61	69	182	45	219	68	332	746
08:30 AM	16	68	135	219	0	0	0	0	54	60	51	165	46	217	55	318	702
08:45 AM	15	89	152	256	0	0	0	0	74	82	53	209	73	204	60	337	802
Total	50	293	580	923	0	0	0	0	243	251	228	722	216	830	252	1298	2943
Grand Total	95	461	931	1487	0	0	0	0	403	440	421	1264	354	1586	445	2385	5136
Apprch %	6.4	31	62.6		0	0	0		31.9	34.8	33.3		14.8	66.5	18.7		
Total %	1.8	9	18.1	29	0	0	0	0	7.8	8.6	8.2	24.6	6.9	30.9	8.7	46.4	

	Camino Capistrano Southbound				I-5 Northbound On Ramp Westbound				Camino Capistrano Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	70	142	216	0	0	0	0	63	48	55	166	52	190	**69**	311	693
08:15 AM	15	66	151	232	0	0	0	0	52	61	**69**	182	45	**219**	68	332	746
08:30 AM	**16**	68	135	219	0	0	0	0	54	60	51	165	46	217	55	318	702
08:45 AM	15	**89**	**152**	**256**	0	0	0	0	**74**	**82**	53	**209**	**73**	204	60	**337**	**802**
Total Volume	50	293	580	923	0	0	0	0	243	251	228	722	216	830	252	1298	2943
% App. Total	5.4	31.7	62.8		0	0	0		33.7	34.8	31.6		16.6	63.9	19.4		
PHF	.781	.823	.954	.901	.000	.000	.000	.000	.821	.765	.826	.864	.740	.947	.913	.963	.917

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

City of Dana Point
N/S: Camino Capistrano
E/W: Stonehill Drive/I-5 NB On Ramp
Weather: Clear

File Name : 10_DPT_CamCap_StoHl AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM				07:00 AM				08:00 AM				07:45 AM			
+0 mins.	4	70	142	216	0	0	0	0	63	48	55	166	**52**	**232**	59	**343**
+15 mins.	15	66	151	232	0	0	0	0	52	61	**69**	182	52	190	**69**	311
+30 mins.	**16**	68	135	219	0	0	0	0	54	60	51	165	45	219	68	332
+45 mins.	15	**89**	**152**	**256**	0	0	0	0	**74**	**82**	53	**209**	46	217	55	318
Total Volume	50	293	580	923	0	0	0	0	243	251	228	722	195	858	251	1304
% App. Total	5.4	31.7	62.8		0	0	0		33.7	34.8	31.6		15	65.8	19.2	
PHF	.781	.823	.954	.901	.000	.000	.000	.000	.821	.765	.826	.864	.938	.925	.909	.950

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

City of Dana Point
N/S: Camino Capistrano
E/W: Stonehill Drive/I-5 NB On Ramp
Weather: Clear

File Name : 10_DPT_CamCap_StoHl PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

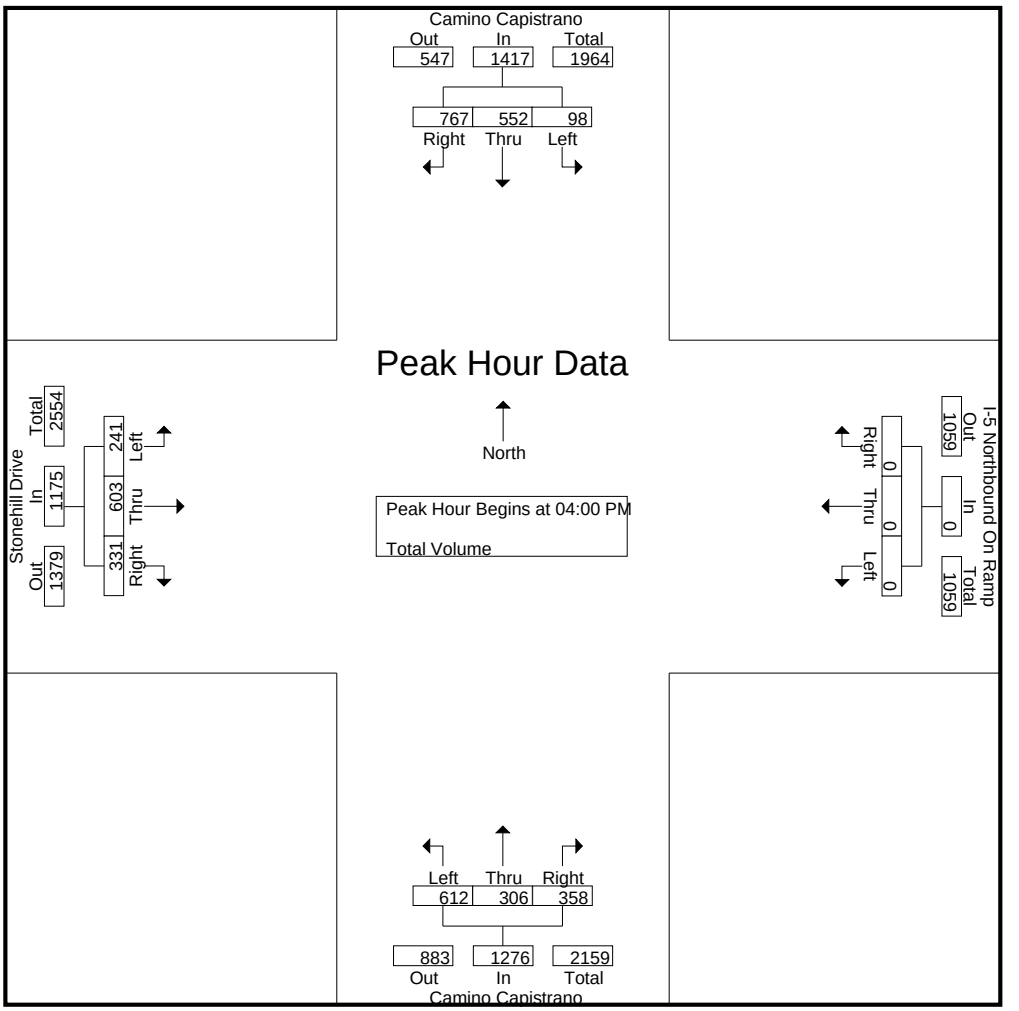
	Camino Capistrano Southbound				I-5 Northbound On Ramp Westbound				Camino Capistrano Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	29	148	164	341	0	0	0	0	201	72	110	383	61	162	69	292	1016
04:15 PM	23	123	182	328	0	0	0	0	168	86	76	330	76	161	87	324	982
04:30 PM	23	168	233	424	0	0	0	0	115	72	86	273	54	129	90	273	970
04:45 PM	23	113	188	324	0	0	0	0	128	76	86	290	50	151	85	286	900
Total	98	552	767	1417	0	0	0	0	612	306	358	1276	241	603	331	1175	3868
05:00 PM	45	157	210	412	0	0	0	0	97	78	98	273	50	171	83	304	989
05:15 PM	32	134	181	347	0	0	0	0	123	62	91	276	60	181	77	318	941
05:30 PM	36	118	195	349	0	0	0	0	117	44	65	226	44	171	96	311	886
05:45 PM	21	123	200	344	0	0	0	0	100	56	65	221	29	152	69	250	815
Total	134	532	786	1452	0	0	0	0	437	240	319	996	183	675	325	1183	3631
Grand Total	232	1084	1553	2869	0	0	0	0	1049	546	677	2272	424	1278	656	2358	7499
Apprch %	8.1	37.8	54.1		0	0	0		46.2	24	29.8		18	54.2	27.8		
Total %	3.1	14.5	20.7	38.3	0	0	0	0	14	7.3	9	30.3	5.7	17	8.7	31.4	

	Camino Capistrano Southbound				I-5 Northbound On Ramp Westbound				Camino Capistrano Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**29**	148	164	341	0	0	0	0	**201**	72	**110**	**383**	61	**162**	69	292	**1016**
04:15 PM	23	123	182	328	0	0	0	0	168	**86**	76	330	**76**	161	87	**324**	982
04:30 PM	23	**168**	**233**	**424**	0	0	0	0	115	72	86	273	54	129	**90**	273	970
04:45 PM	23	113	188	324	0	0	0	0	128	76	86	290	50	151	85	286	900
Total Volume	98	552	767	1417	0	0	0	0	612	306	358	1276	241	603	331	1175	3868
% App. Total	6.9	39	54.1		0	0	0		48	24	28.1		20.5	51.3	28.2		
PHF	.845	.821	.823	.835	.000	.000	.000	.000	.761	.890	.814	.833	.793	.931	.919	.907	.952

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

City of Dana Point
N/S: Camino Capistrano
E/W: Stonehill Drive/I-5 NB On Ramp
Weather: Clear

File Name : 10_DPT_CamCap_StoHl PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	04:30 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	23	**168**	**233**	**424**	0	0	0	0	**201**	72	**110**	**383**	50	151	85	286
+15 mins.	23	113	188	324	0	0	0	0	168	**86**	76	330	50	171	83	304
+30 mins.	**45**	157	210	412	0	0	0	0	115	72	86	273	**60**	**181**	77	**318**
+45 mins.	32	134	181	347	0	0	0	0	128	76	86	290	44	171	**96**	311
Total Volume	123	572	812	1507	0	0	0	0	612	306	358	1276	204	674	341	1219
% App. Total	8.2	38	53.9		0	0	0		48	24	28.1		16.7	55.3	28	
PHF	.683	.851	.871	.889	.000	.000	.000	.000	.761	.890	.814	.833	.850	.931	.888	.958

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

City of Dana Point
N/S: Camino Capistrano
E/W: Stonehill Drive/I-5 NB On Ramp
Weather: Clear

File Name : 10_DPT_CamCap_StoHl SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

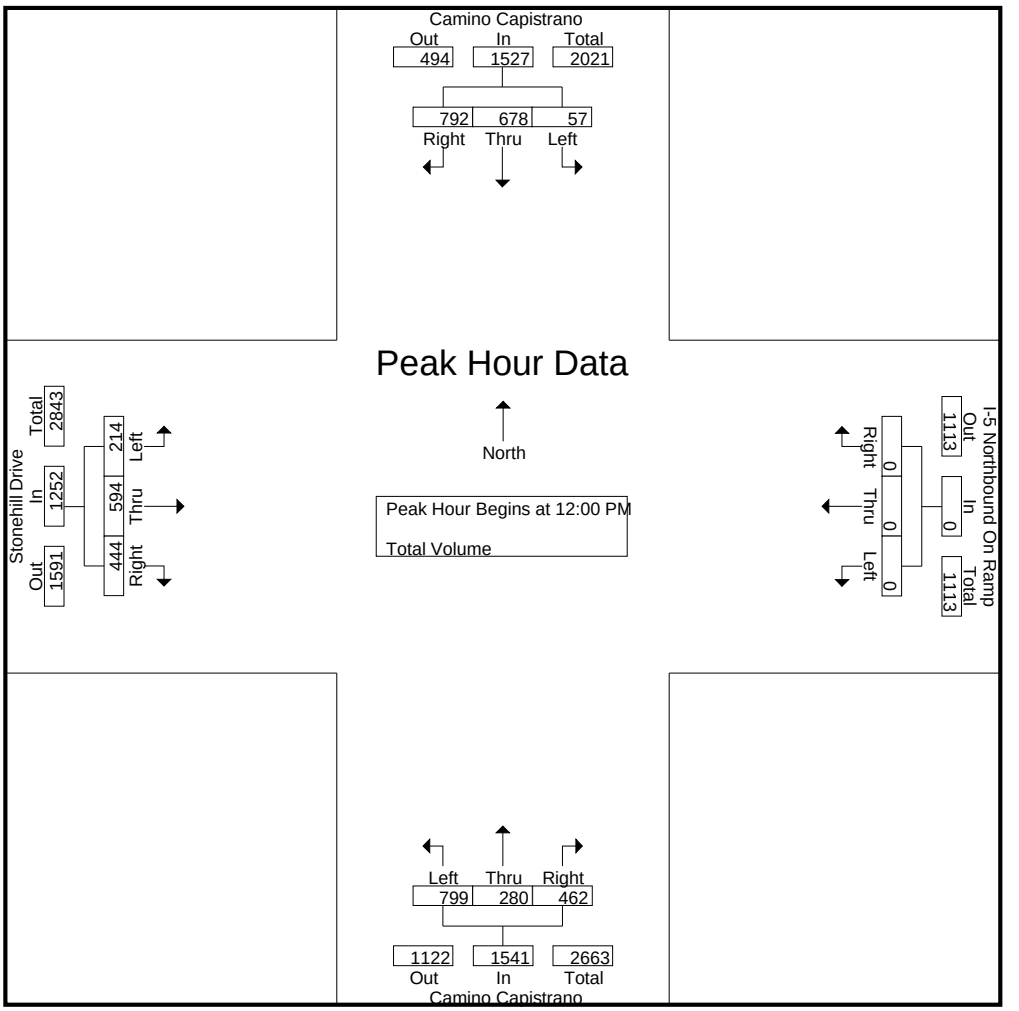
	Camino Capistrano Southbound				I-5 Northbound On Ramp Westbound				Camino Capistrano Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	14	149	148	311	0	0	0	0	161	64	78	303	53	146	117	316	930
11:15 AM	13	127	171	311	0	0	0	0	176	79	80	335	53	170	141	364	1010
11:30 AM	16	176	182	374	0	0	0	0	174	77	90	341	44	169	118	331	1046
11:45 AM	14	152	189	355	0	0	0	0	192	63	102	357	59	167	124	350	1062
Total	57	604	690	1351	0	0	0	0	703	283	350	1336	209	652	500	1361	4048
12:00 PM	16	157	196	369	0	0	0	0	228	80	112	420	63	130	96	289	1078
12:15 PM	16	144	177	337	0	0	0	0	190	64	128	382	54	169	129	352	1071
12:30 PM	8	174	188	370	0	0	0	0	202	54	112	368	46	156	96	298	1036
12:45 PM	17	203	231	451	0	0	0	0	179	82	110	371	51	139	123	313	1135
Total	57	678	792	1527	0	0	0	0	799	280	462	1541	214	594	444	1252	4320
Grand Total	114	1282	1482	2878	0	0	0	0	1502	563	812	2877	423	1246	944	2613	8368
Apprch %	4	44.5	51.5		0	0	0		52.2	19.6	28.2		16.2	47.7	36.1		
Total %	1.4	15.3	17.7	34.4	0	0	0	0	17.9	6.7	9.7	34.4	5.1	14.9	11.3	31.2	

	Camino Capistrano Southbound				I-5 Northbound On Ramp Westbound				Camino Capistrano Northbound				Stonehill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	16	157	196	369	0	0	0	0	**228**	80	112	**420**	**63**	130	96	289	1078
12:15 PM	16	144	177	337	0	0	0	0	190	64	**128**	382	54	**169**	**129**	**352**	1071
12:30 PM	8	174	188	370	0	0	0	0	202	54	112	368	46	156	96	298	1036
12:45 PM	**17**	**203**	**231**	**451**	0	0	0	0	179	**82**	110	371	51	139	123	313	**1135**
Total Volume	57	678	792	1527	0	0	0	0	799	280	462	1541	214	594	444	1252	4320
% App. Total	3.7	44.4	51.9		0	0	0		51.8	18.2	30		17.1	47.4	35.5		
PHF	.838	.835	.857	.846	.000	.000	.000	.000	.876	.854	.902	.917	.849	.879	.860	.889	.952

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

City of Dana Point
N/S: Camino Capistrano
E/W: Stonehill Drive/I-5 NB On Ramp
Weather: Clear

File Name : 10_DPT_CamCap_StoHl SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:00 AM				12:00 PM				11:00 AM			
+0 mins.	16	157	196	369	0	0	0	0	**228**	80	112	**420**	53	146	117	316
+15 mins.	16	144	177	337	0	0	0	0	190	64	**128**	382	53	**170**	**141**	**364**
+30 mins.	8	174	188	370	0	0	0	0	202	54	112	368	44	169	118	331
+45 mins.	**17**	**203**	**231**	**451**	0	0	0	0	179	**82**	110	371	**59**	167	124	350
Total Volume	57	678	792	1527	0	0	0	0	799	280	462	1541	209	652	500	1361
% App. Total	3.7	44.4	51.9		0	0	0		51.8	18.2	30		15.4	47.9	36.7	
PHF	.838	.835	.857	.846	.000	.000	.000	.000	.876	.854	.902	.917	.886	.959	.887	.935

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

City of Dana Point
N/S: Camino De Vista/I-5 NB Ramps
E/W: Camino Las Ramblas
Weather: Clear

File Name : 11_DPT_5N_CLR AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

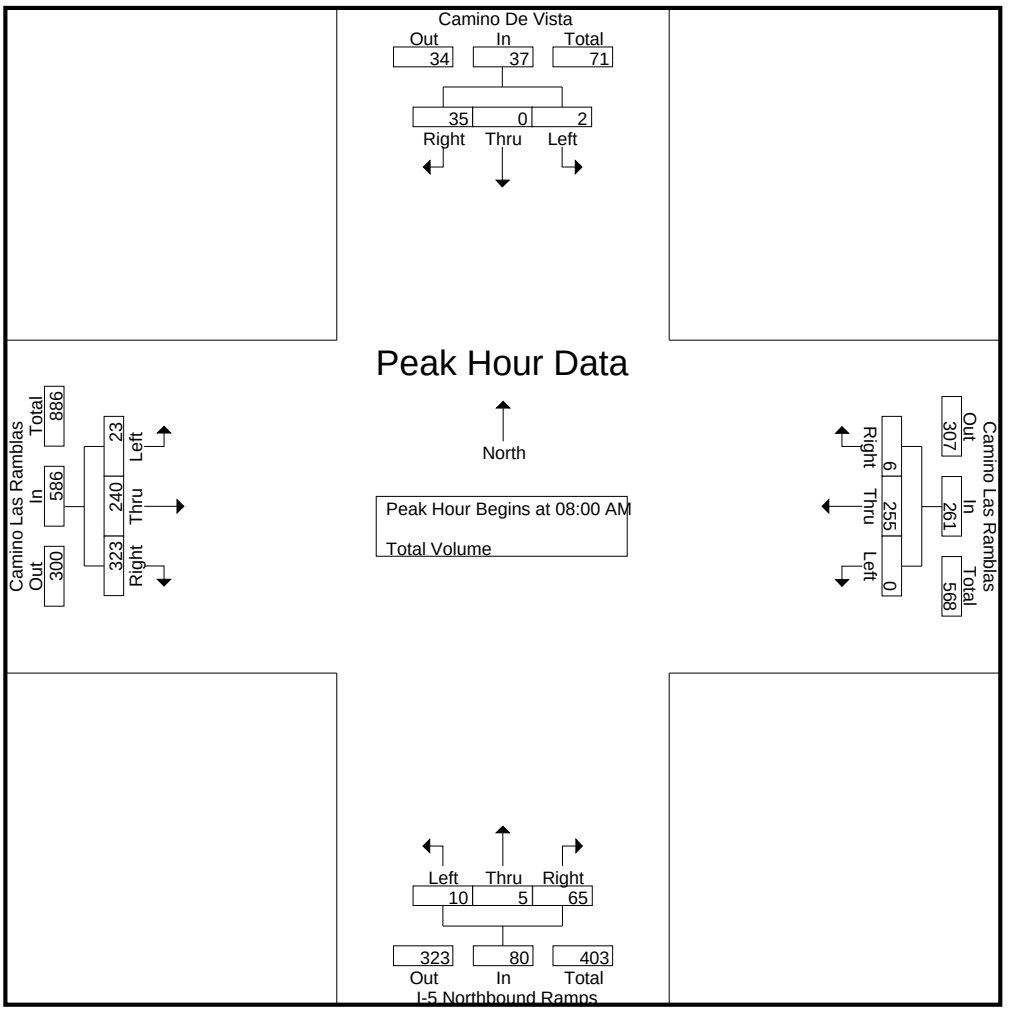
	Camino De Vista Southbound				Camino Las Ramblas Westbound				I-5 Northbound Ramps Northbound				Camino Las Ramblas Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	8	9	0	32	0	32	0	2	5	7	3	36	47	86	134
07:15 AM	0	0	8	8	0	46	0	46	0	1	8	9	1	38	48	87	150
07:30 AM	0	0	8	8	0	39	0	39	1	0	11	12	1	31	54	86	145
07:45 AM	1	0	9	10	0	53	0	53	0	3	10	13	3	53	71	127	203
Total	2	0	33	35	0	170	0	170	1	6	34	41	8	158	220	386	632
08:00 AM	0	0	9	9	0	53	1	54	3	1	19	23	6	69	86	161	247
08:15 AM	0	0	7	7	0	68	1	69	4	1	16	21	4	57	70	131	228
08:30 AM	1	0	10	11	0	64	1	65	2	2	13	17	5	51	76	132	225
08:45 AM	1	0	9	10	0	70	3	73	1	1	17	19	8	63	91	162	264
Total	2	0	35	37	0	255	6	261	10	5	65	80	23	240	323	586	964
Grand Total	4	0	68	72	0	425	6	431	11	11	99	121	31	398	543	972	1596
Apprch %	5.6	0	94.4		0	98.6	1.4		9.1	9.1	81.8		3.2	40.9	55.9		
Total %	0.3	0	4.3	4.5	0	26.6	0.4	27	0.7	0.7	6.2	7.6	1.9	24.9	34	60.9	

	Camino De Vista Southbound				Camino Las Ramblas Westbound				I-5 Northbound Ramps Northbound				Camino Las Ramblas Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	9	9	0	53	1	54	3	1	**19**	**23**	6	**69**	86	161	247
08:15 AM	0	0	7	7	0	68	1	69	**4**	1	16	21	4	57	70	131	228
08:30 AM	**1**	0	**10**	**11**	0	64	1	65	2	**2**	13	17	5	51	76	132	225
08:45 AM	1	0	9	10	0	**70**	**3**	**73**	1	1	17	19	**8**	63	**91**	**162**	**264**
Total Volume	2	0	35	37	0	255	6	261	10	5	65	80	23	240	323	586	964
% App. Total	5.4	0	94.6		0	97.7	2.3		12.5	6.2	81.2		3.9	41	55.1		
PHF	.500	.000	.875	.841	.000	.911	.500	.894	.625	.625	.855	.870	.719	.870	.887	.904	.913

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

City of Dana Point
N/S: Camino De Vista/I-5 NB Ramps
E/W: Camino Las Ramblas
Weather: Clear

File Name : 11_DPT_5N_CLR AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	07:45 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	0	9	10	0	53	1	54	3	1	**19**	**23**	6	**69**	86	161
+15 mins.	0	0	9	9	0	68	1	69	**4**	1	16	21	4	57	70	131
+30 mins.	0	0	7	7	0	64	1	65	2	**2**	13	17	5	51	76	132
+45 mins.	1	0	**10**	**11**	0	**70**	**3**	**73**	1	1	17	19	**8**	63	**91**	**162**
Total Volume	2	0	35	37	0	255	6	261	10	5	65	80	23	240	323	586
% App. Total	5.4	0	94.6		0	97.7	2.3		12.5	6.2	81.2		3.9	41	55.1	
PHF	.500	.000	.875	.841	.000	.911	.500	.894	.625	.625	.855	.870	.719	.870	.887	.904

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

City of Dana Point
N/S: Camino De Vista/I-5 NB Ramps
E/W: Camino Las Ramblas
Weather: Clear

File Name : 11_DPT_5N_CLR PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

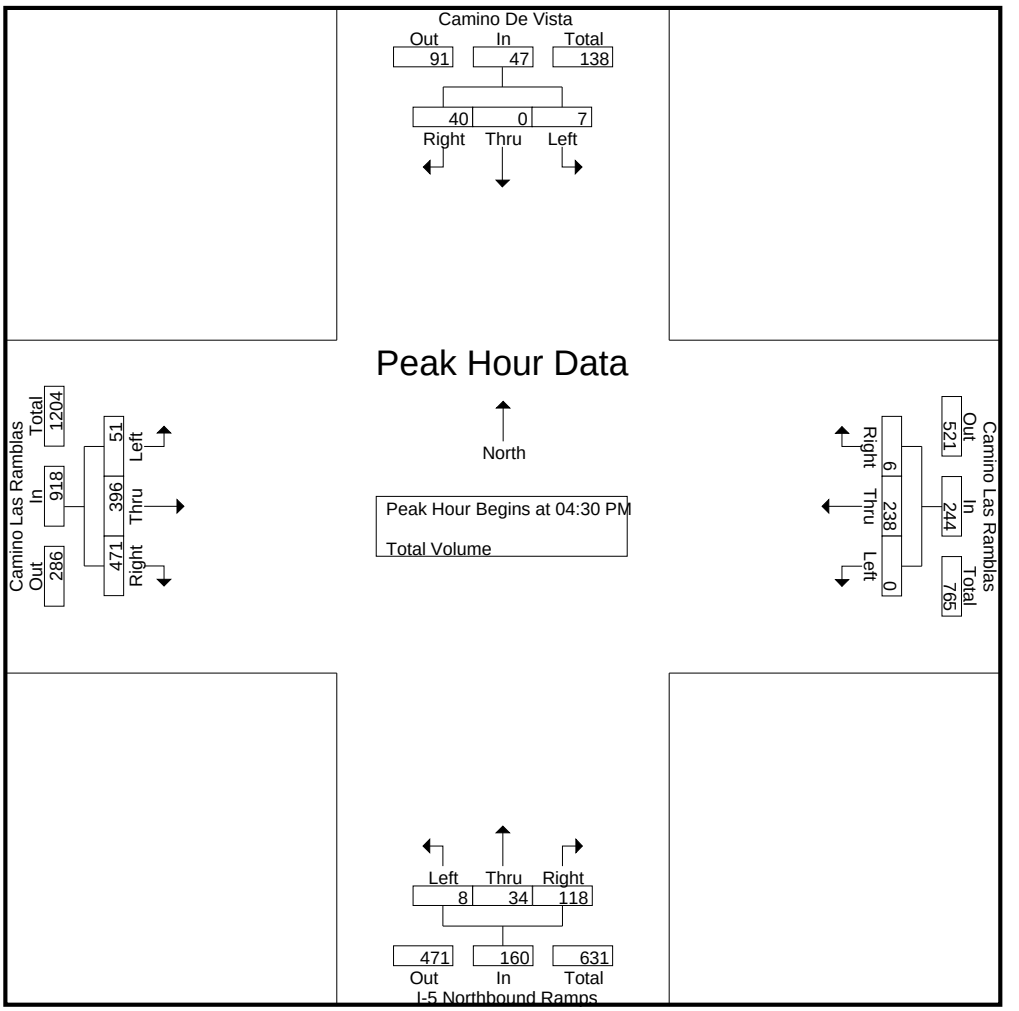
	Camino De Vista Southbound				Camino Las Ramblas Westbound				I-5 Northbound Ramps Northbound				Camino Las Ramblas Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	12	12	0	64	1	65	2	10	29	41	9	84	134	227	345
04:15 PM	3	0	6	9	0	55	2	57	5	6	26	37	11	100	135	246	349
04:30 PM	3	0	6	9	0	63	1	64	1	4	27	32	14	95	138	247	352
04:45 PM	2	0	15	17	0	52	1	53	1	8	26	35	14	98	102	214	319
Total	8	0	39	47	0	234	5	239	9	28	108	145	48	377	509	934	1365
05:00 PM	1	0	11	12	0	56	1	57	3	7	29	39	10	105	102	217	325
05:15 PM	1	0	8	9	0	67	3	70	3	15	36	54	13	98	129	240	373
05:30 PM	0	0	11	11	0	55	3	58	1	3	28	32	16	87	110	213	314
05:45 PM	1	0	9	10	0	61	1	62	2	10	31	43	17	108	112	237	352
Total	3	0	39	42	0	239	8	247	9	35	124	168	56	398	453	907	1364
Grand Total	11	0	78	89	0	473	13	486	18	63	232	313	104	775	962	1841	2729
Apprch %	12.4	0	87.6		0	97.3	2.7		5.8	20.1	74.1		5.6	42.1	52.3		
Total %	0.4	0	2.9	3.3	0	17.3	0.5	17.8	0.7	2.3	8.5	11.5	3.8	28.4	35.3	67.5	

	Camino De Vista Southbound				Camino Las Ramblas Westbound				I-5 Northbound Ramps Northbound				Camino Las Ramblas Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**3**	0	6	9	0	63	1	64	1	4	27	32	**14**	95	**138**	**247**	352
04:45 PM	2	0	**15**	**17**	0	52	1	53	1	8	26	35	14	98	102	214	319
05:00 PM	1	0	11	12	0	56	1	57	**3**	7	29	39	10	**105**	102	217	325
05:15 PM	1	0	8	9	0	**67**	**3**	**70**	3	**15**	**36**	**54**	13	98	129	240	**373**
Total Volume	7	0	40	47	0	238	6	244	8	34	118	160	51	396	471	918	1369
% App. Total	14.9	0	85.1		0	97.5	2.5		5	21.2	73.8		5.6	43.1	51.3		
PHF	.583	.000	.667	.691	.000	.888	.500	.871	.667	.567	.819	.741	.911	.943	.853	.929	.918

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

City of Dana Point
N/S: Camino De Vista/I-5 NB Ramps
E/W: Camino Las Ramblas
Weather: Clear

File Name : 11_DPT_5N_CLR PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	04:45 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	**2**	0	**15**	**17**	0	56	1	57	**3**	7	29	39	9	84	134	227
+15 mins.	1	0	11	12	0	**67**	**3**	**70**	3	**15**	**36**	**54**	11	**100**	135	246
+30 mins.	1	0	8	9	0	55	3	58	1	3	28	32	**14**	95	**138**	**247**
+45 mins.	0	0	11	11	0	61	1	62	2	10	31	43	14	98	102	214
Total Volume	4	0	45	49	0	239	8	247	9	35	124	168	48	377	509	934
% App. Total	8.2	0	91.8		0	96.8	3.2		5.4	20.8	73.8		5.1	40.4	54.5	
PHF	.500	.000	.750	.721	.000	.892	.667	.882	.750	.583	.861	.778	.857	.943	.922	.945

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

City of Dana Point
N/S: Camino De Vista/I-5 NB Ramps
E/W: Camino Las Ramblas
Weather: Clear

File Name : 11_DPT_5N_CLR SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

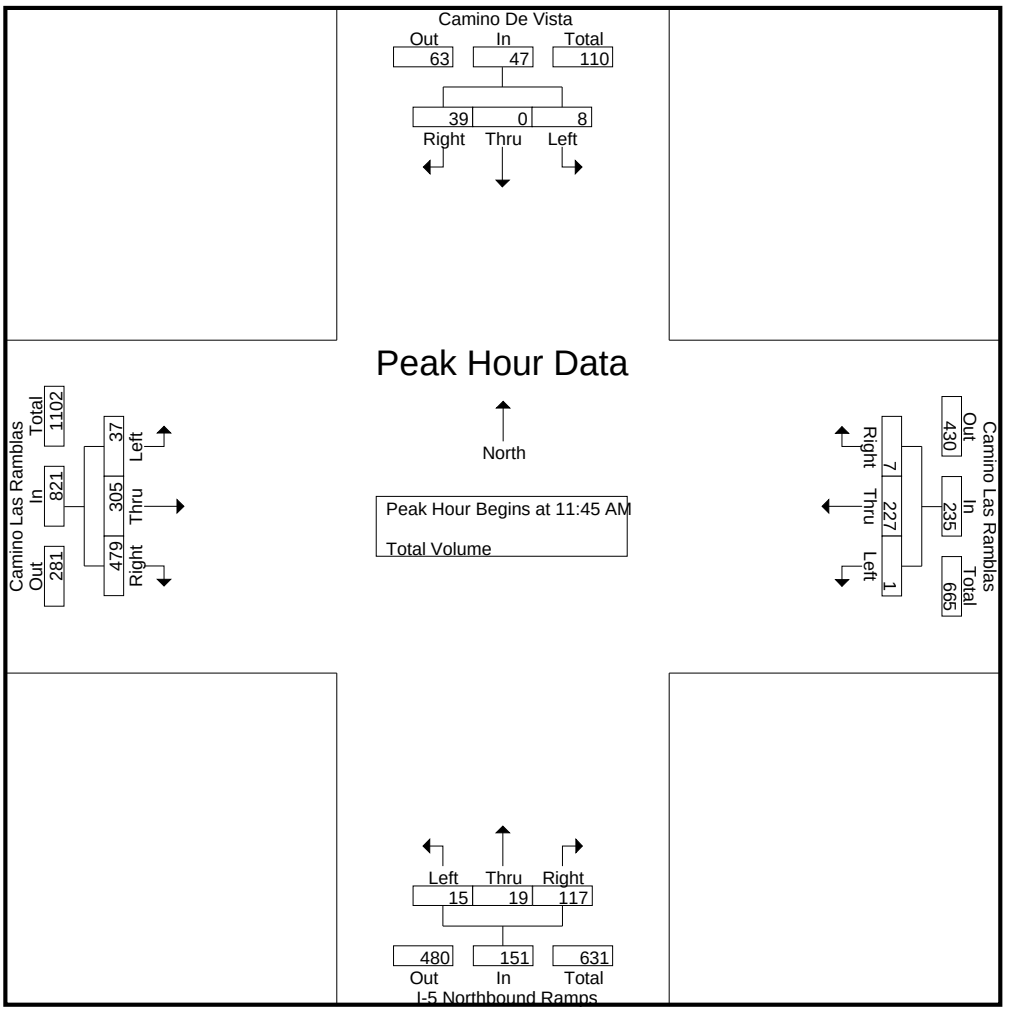
	Camino De Vista Southbound				Camino Las Ramblas Westbound				I-5 Northbound Ramps Northbound				Camino Las Ramblas Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	1	0	16	17	0	70	3	73	1	8	20	29	11	65	89	165	284
11:15 AM	2	0	12	14	0	50	2	52	2	3	22	27	15	78	114	207	300
11:30 AM	2	1	14	17	0	55	3	58	0	4	19	23	7	87	122	216	314
11:45 AM	2	0	11	13	1	57	0	58	5	4	22	31	9	70	95	174	276
Total	7	1	53	61	1	232	8	241	8	19	83	110	42	300	420	762	1174
12:00 PM	0	0	13	13	0	57	1	58	2	3	32	37	5	85	126	216	324
12:15 PM	1	0	5	6	0	53	4	57	6	4	34	44	8	70	129	207	314
12:30 PM	5	0	10	15	0	60	2	62	2	8	29	39	15	80	129	224	340
12:45 PM	2	0	5	7	0	71	0	71	3	2	23	28	7	64	99	170	276
Total	8	0	33	41	0	241	7	248	13	17	118	148	35	299	483	817	1254
Grand Total	15	1	86	102	1	473	15	489	21	36	201	258	77	599	903	1579	2428
Apprch %	14.7	1	84.3		0.2	96.7	3.1		8.1	14	77.9		4.9	37.9	57.2		
Total %	0.6	0	3.5	4.2	0	19.5	0.6	20.1	0.9	1.5	8.3	10.6	3.2	24.7	37.2	65	

	Camino De Vista Southbound				Camino Las Ramblas Westbound				I-5 Northbound Ramps Northbound				Camino Las Ramblas Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	2	0	11	13	**1**	57	0	58	5	4	22	31	9	70	95	174	276
12:00 PM	0	0	**13**	13	0	57	1	58	2	3	32	37	5	**85**	126	216	324
12:15 PM	1	0	5	6	0	53	**4**	57	**6**	4	**34**	**44**	8	70	**129**	207	314
12:30 PM	**5**	0	10	**15**	0	**60**	2	**62**	2	**8**	29	39	**15**	80	129	**224**	**340**
Total Volume	8	0	39	47	1	227	7	235	15	19	117	151	37	305	479	821	1254
% App. Total	17	0	83		0.4	96.6	3		9.9	12.6	77.5		4.5	37.1	58.3		
PHF	.400	.000	.750	.783	.250	.946	.438	.948	.625	.594	.860	.858	.617	.897	.928	.916	.922

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

City of Dana Point
N/S: Camino De Vista/I-5 NB Ramps
E/W: Camino Las Ramblas
Weather: Clear

File Name : 11_DPT_5N_CLR SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				12:00 PM				11:45 AM				11:45 AM			
+0 mins.	1	0	**16**	**17**	0	57	1	58	5	4	22	31	9	70	95	174
+15 mins.	**2**	0	12	14	0	53	**4**	57	2	3	32	37	5	**85**	126	216
+30 mins.	2	**1**	14	17	0	60	2	62	**6**	4	**34**	**44**	8	70	**129**	207
+45 mins.	2	0	11	13	0	**71**	0	**71**	2	**8**	29	39	**15**	80	129	**224**
Total Volume	7	1	53	61	0	241	7	248	15	19	117	151	37	305	479	821
% App. Total	11.5	1.6	86.9		0	97.2	2.8		9.9	12.6	77.5		4.5	37.1	58.3	
PHF	.875	.250	.828	.897	.000	.849	.438	.873	.625	.594	.860	.858	.617	.897	.928	.916

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

City of Dana Point
N/S: Camino Las Ramblas
E/W: I-5 Southbound Ramps
Weather: Clear

File Name : 12_DPT_CLR_5N AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

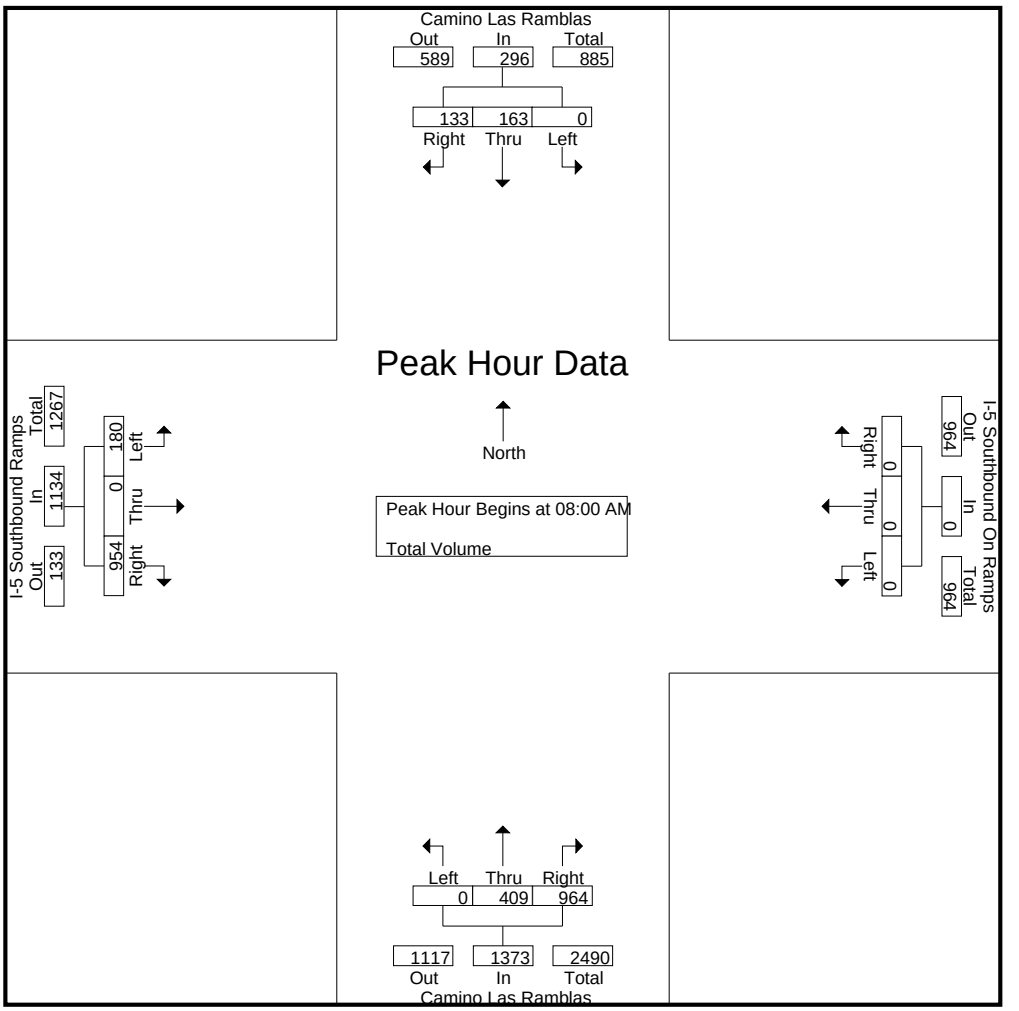
	Camino Las Ramblas Southbound				I-5 Southbound On Ramps Westbound				Camino Las Ramblas Northbound				I-5 Southbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	24	17	41	0	0	0	0	0	65	159	224	28	0	83	111	376
07:15 AM	0	25	25	50	0	0	0	0	0	59	141	200	22	0	137	159	409
07:30 AM	0	27	25	52	0	0	0	0	0	69	178	247	30	0	124	154	453
07:45 AM	0	30	25	55	0	0	0	0	0	75	216	291	47	0	184	231	577
Total	0	106	92	198	0	0	0	0	0	268	694	962	127	0	528	655	1815
08:00 AM	0	46	28	74	0	0	0	0	0	104	239	343	55	0	229	284	701
08:15 AM	0	33	35	68	0	0	0	0	0	104	222	326	33	0	231	264	658
08:30 AM	0	36	29	65	0	0	0	0	0	80	208	288	43	0	229	272	625
08:45 AM	0	48	41	89	0	0	0	0	0	121	295	416	49	0	265	314	819
Total	0	163	133	296	0	0	0	0	0	409	964	1373	180	0	954	1134	2803
Grand Total	0	269	225	494	0	0	0	0	0	677	1658	2335	307	0	1482	1789	4618
Apprch %	0	54.5	45.5		0	0	0		0	29	71		17.2	0	82.8		
Total %	0	5.8	4.9	10.7	0	0	0	0	0	14.7	35.9	50.6	6.6	0	32.1	38.7	

	Camino Las Ramblas Southbound				I-5 Southbound On Ramps Westbound				Camino Las Ramblas Northbound				I-5 Southbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	46	28	74	0	0	0	0	0	104	239	343	**55**	0	229	284	701
08:15 AM	0	33	35	68	0	0	0	0	0	104	222	326	33	0	231	264	658
08:30 AM	0	36	29	65	0	0	0	0	0	80	208	288	43	0	229	272	625
08:45 AM	0	**48**	**41**	**89**	0	0	0	0	0	**121**	**295**	**416**	49	0	**265**	**314**	**819**
Total Volume	0	163	133	296	0	0	0	0	0	409	964	1373	180	0	954	1134	2803
% App. Total	0	55.1	44.9		0	0	0		0	29.8	70.2		15.9	0	84.1		
PHF	.000	.849	.811	.831	.000	.000	.000	.000	.000	.845	.817	.825	.818	.000	.900	.903	.856

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

City of Dana Point
N/S: Camino Las Ramblas
E/W: I-5 Southbound Ramps
Weather: Clear

File Name : 12_DPT_CLR_5N AM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	08:00 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	46	28	74	0	0	0	0	0	104	239	343	**55**	0	229	284
+15 mins.	0	33	35	68	0	0	0	0	0	104	222	326	33	0	231	264
+30 mins.	0	36	29	65	0	0	0	0	0	80	208	288	43	0	229	272
+45 mins.	0	**48**	**41**	**89**	0	0	0	0	0	**121**	**295**	**416**	49	0	**265**	**314**
Total Volume	0	163	133	296	0	0	0	0	0	409	964	1373	180	0	954	1134
% App. Total	0	55.1	44.9		0	0	0		0	29.8	70.2		15.9	0	84.1	
PHF	.000	.849	.811	.831	.000	.000	.000	.000	.000	.845	.817	.825	.818	.000	.900	.903

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

City of Dana Point
N/S: Camino Las Ramblas
E/W: I-5 Southbound Ramps
Weather: Clear

File Name : 12_DPT_CLR_5N PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 1

Groups Printed- Total Volume

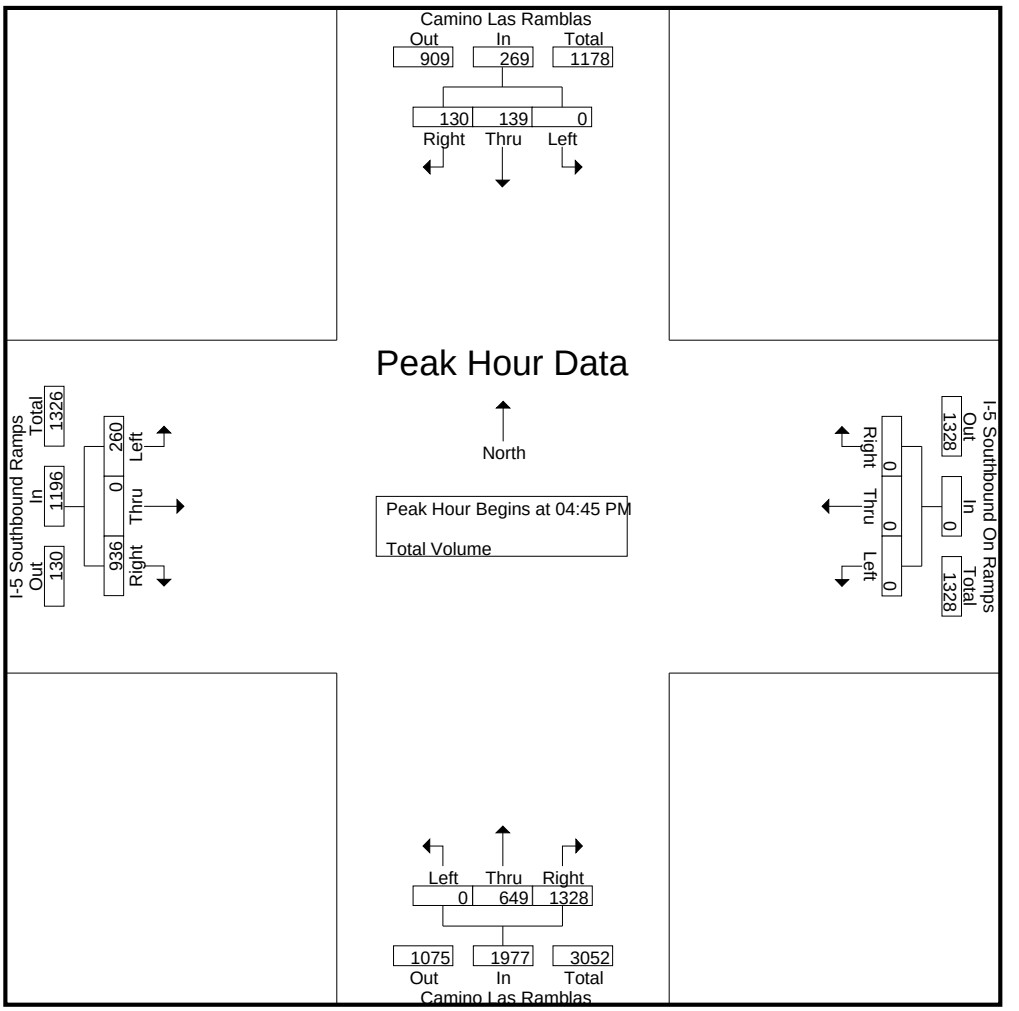
	Camino Las Ramblas Southbound				I-5 Southbound On Ramps Westbound				Camino Las Ramblas Northbound				I-5 Southbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	46	27	73	0	0	0	0	0	187	366	553	60	0	200	260	886
04:15 PM	0	43	28	71	0	0	0	0	0	184	299	483	69	0	202	271	825
04:30 PM	0	36	20	56	0	0	0	0	0	161	357	518	79	0	208	287	861
04:45 PM	0	35	35	70	0	0	0	0	0	151	322	473	70	0	251	321	864
Total	0	160	110	270	0	0	0	0	0	683	1344	2027	278	0	861	1139	3436
05:00 PM	0	33	32	65	0	0	0	0	0	161	327	488	69	0	215	284	837
05:15 PM	0	43	29	72	0	0	0	0	0	165	327	492	73	0	233	306	870
05:30 PM	0	28	34	62	0	0	0	0	0	172	352	524	48	0	237	285	871
05:45 PM	0	42	24	66	0	0	0	0	0	150	271	421	87	0	220	307	794
Total	0	146	119	265	0	0	0	0	0	648	1277	1925	277	0	905	1182	3372
Grand Total	0	306	229	535	0	0	0	0	0	1331	2621	3952	555	0	1766	2321	6808
Apprch %	0	57.2	42.8		0	0	0		0	33.7	66.3		23.9	0	76.1		
Total %	0	4.5	3.4	7.9	0	0	0	0	0	19.6	38.5	58	8.2	0	25.9	34.1	

	Camino Las Ramblas Southbound				I-5 Southbound On Ramps Westbound				Camino Las Ramblas Northbound				I-5 Southbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	35	**35**	70	0	0	0	0	0	151	322	473	70	0	**251**	**321**	864
05:00 PM	0	33	32	65	0	0	0	0	0	161	327	488	69	0	215	284	837
05:15 PM	0	**43**	29	**72**	0	0	0	0	0	165	327	492	**73**	0	233	306	870
05:30 PM	0	28	34	62	0	0	0	0	0	**172**	**352**	**524**	48	0	237	285	**871**
Total Volume	0	139	130	269	0	0	0	0	0	649	1328	1977	260	0	936	1196	3442
% App. Total	0	51.7	48.3		0	0	0		0	32.8	67.2		21.7	0	78.3		
PHF	.000	.808	.929	.934	.000	.000	.000	.000	.000	.943	.943	.943	.890	.000	.932	.931	.988

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

City of Dana Point
N/S: Camino Las Ramblas
E/W: I-5 Southbound Ramps
Weather: Clear

File Name : 12_DPT_CLR_5N PM
Site Code : 00324647
Start Date : 7/18/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	**46**	27	**73**	0	0	0	0	0	**187**	**366**	**553**	**79**	0	208	287
+15 mins.	0	43	28	71	0	0	0	0	0	184	299	483	70	0	**251**	**321**
+30 mins.	0	36	20	56	0	0	0	0	0	161	357	518	69	0	215	284
+45 mins.	0	35	**35**	70	0	0	0	0	0	151	322	473	73	0	233	306
Total Volume	0	160	110	270	0	0	0	0	0	683	1344	2027	291	0	907	1198
% App. Total	0	59.3	40.7		0	0	0		0	33.7	66.3		24.3	0	75.7	
PHF	.000	.870	.786	.925	.000	.000	.000	.000	.000	.913	.918	.916	.921	.000	.903	.933

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

City of Dana Point
N/S: Camino Las Ramblas
E/W: I-5 Southbound Ramps
Weather: Clear

File Name : 12_DPT_CLR_5N SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 1

Groups Printed- Total Volume

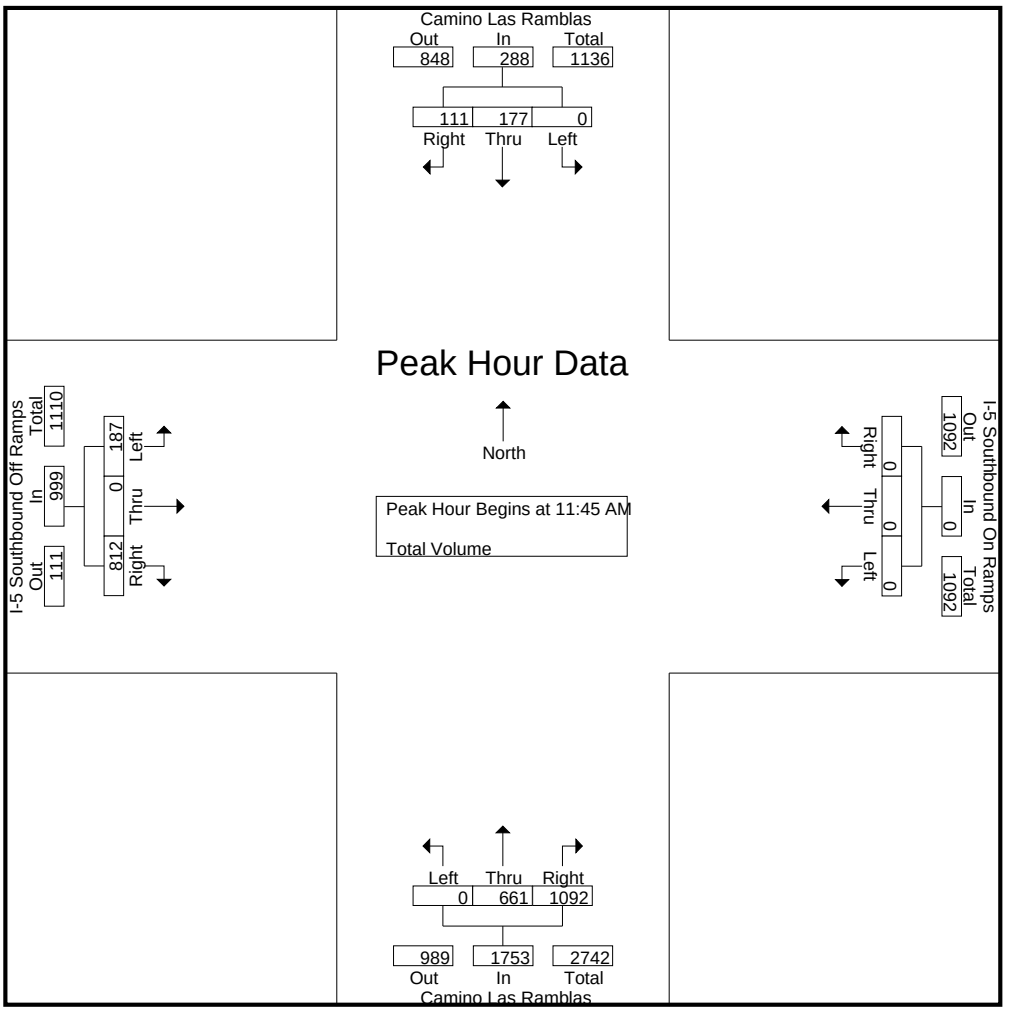
	Camino Las Ramblas Southbound				I-5 Southbound On Ramps Westbound				Camino Las Ramblas Northbound				I-5 Southbound Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	57	39	96	0	0	0	0	0	147	273	420	39	0	199	238	754
11:15 AM	0	33	25	58	0	0	0	0	0	145	269	414	46	0	209	255	727
11:30 AM	0	27	33	60	0	0	0	0	0	181	284	465	43	0	196	239	764
11:45 AM	0	43	33	76	0	0	0	0	0	135	297	432	45	0	215	260	768
Total	0	160	130	290	0	0	0	0	0	608	1123	1731	173	0	819	992	3013
12:00 PM	0	50	24	74	0	0	0	0	0	176	269	445	47	0	182	229	748
12:15 PM	0	36	25	61	0	0	0	0	0	164	257	421	49	0	220	269	751
12:30 PM	0	48	29	77	0	0	0	0	0	186	269	455	46	0	195	241	773
12:45 PM	0	39	36	75	0	0	0	0	0	141	281	422	35	0	196	231	728
Total	0	173	114	287	0	0	0	0	0	667	1076	1743	177	0	793	970	3000
Grand Total	0	333	244	577	0	0	0	0	0	1275	2199	3474	350	0	1612	1962	6013
Apprch %	0	57.7	42.3		0	0	0		0	36.7	63.3		17.8	0	82.2		
Total %	0	5.5	4.1	9.6	0	0	0	0	0	21.2	36.6	57.8	5.8	0	26.8	32.6	

	Camino Las Ramblas Southbound				I-5 Southbound On Ramps Westbound				Camino Las Ramblas Northbound				I-5 Southbound Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	43	**33**	76	0	0	0	0	0	135	**297**	432	45	0	215	260	768
12:00 PM	0	**50**	24	74	0	0	0	0	0	176	269	445	47	0	182	229	748
12:15 PM	0	36	25	61	0	0	0	0	0	164	257	421	**49**	0	**220**	**269**	751
12:30 PM	0	48	29	**77**	0	0	0	0	0	**186**	269	**455**	46	0	195	241	**773**
Total Volume	0	177	111	288	0	0	0	0	0	661	1092	1753	187	0	812	999	3040
% App. Total	0	61.5	38.5		0	0	0		0	37.7	62.3		18.7	0	81.3		
PHF	.000	.885	.841	.935	.000	.000	.000	.000	.000	.888	.919	.963	.954	.000	.923	.928	.983

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

City of Dana Point
N/S: Camino Las Ramblas
E/W: I-5 Southbound Ramps
Weather: Clear

File Name : 12_DPT_CLR_5N SAT
Site Code : 00324647
Start Date : 7/20/2024
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:30 AM				11:45 AM			
+0 mins.	0	**57**	**39**	**96**	0	0	0	0	0	**181**	284	**465**	45	0	215	260
+15 mins.	0	33	25	58	0	0	0	0	0	135	**297**	432	47	0	182	229
+30 mins.	0	27	33	60	0	0	0	0	0	176	269	445	**49**	0	**220**	**269**
+45 mins.	0	43	33	76	0	0	0	0	0	164	257	421	46	0	195	241
Total Volume	0	160	130	290	0	0	0	0	0	656	1107	1763	187	0	812	999
% App. Total	0	55.2	44.8		0	0	0		0	37.2	62.8		18.7	0	81.3	
PHF	.000	.702	.833	.755	.000	.000	.000	.000	.000	.906	.932	.948	.954	.000	.923	.928

APPENDIX B

EXISTING CONDITION LOS WORKSHEETS

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	27	123	304	17	78
Future Vol, veh/h	183	27	123	304	17	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	28	129	320	18	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	221	0	785	207
Stage 1	-	-	-	-	207	-
Stage 2	-	-	-	-	578	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1348	-	361	833
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1348	-	326	833
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	1348	-
HCM Lane V/C Ratio	0.153	-	-	0.096	-
HCM Control Delay (s)	11.5	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1	0 2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	20	0	0	0	0	245	18	74	413	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	11	0	20	0	0	0	0	247	18	74	413	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	20	0	0	0	0	247	18	74	413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	20	0	0	0	0	247	18	74	413	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	20	0	0	0	0	247	18	74	413	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1585	115	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.16	0.16	0.04	0.12	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	46	102	20	241	260	83	49	535	31	32	817	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	102	20	241	260	83	49	535	31	32	817	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	102	20	241	260	83	49	535	31	32	817	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	102	20	241	260	83	49	535	31	32	817	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	102	20	241	260	83	49	535	31	32	817	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	102	20	241	260	83	49	535	31	32	817	146
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	2.00	1.00	1.00	1.00	1.89	0.11	1.00	1.70	0.30
Final Sat.:	1700	2843	557	3400	1700	1700	1700	3214	186	1700	2885	515
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.07	0.15	0.05	0.03	0.17	0.17	0.02	0.28	0.28
Crit Moves:	****				****		****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	40	115	23	50	212	32	18	61	95	34	90	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	115	23	50	212	32	18	61	95	34	90	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	115	23	50	212	32	18	61	95	34	90	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	115	23	50	212	32	18	61	95	34	90	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	115	23	50	212	32	18	61	95	34	90	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	115	23	50	212	32	18	61	95	34	90	12
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.74	0.26	1.00	0.39	0.61	1.00	1.00	1.00
Final Sat.:	1700	2833	567	1700	2954	446	1700	665	1035	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.03	0.07	0.07	0.01	0.09	0.09	0.02	0.05	0.01
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.308
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	39	31	62	95	98	119	74	187	15	158	383	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	31	62	95	98	119	74	187	15	158	383	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	31	62	95	98	119	74	187	15	158	383	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	31	62	95	98	119	74	187	15	158	383	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	31	62	95	98	119	74	187	15	158	383	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	31	62	95	98	119	74	187	15	158	383	95
OvlAdjVol:			0			45						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.60	0.40
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3148	252	1700	2724	676
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.06	0.06	0.07	0.04	0.06	0.06	0.09	0.14	0.14
OvlAdjV/S:			0.00			0.03						
Crit Moves:	****			****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	27	0	59	0	0	0	0	274	53	64	615	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	59	0	0	0	0	274	53	64	615	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	59	0	0	0	0	274	53	64	615	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	0	59	0	0	0	0	274	53	64	615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	59	0	0	0	0	274	53	64	615	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	0	59	0	0	0	0	274	53	64	615	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.03	0.04	0.18	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	297	28	169	646	46	29	5	11	18	1	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	297	28	169	646	46	29	5	11	18	1	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	297	28	169	646	46	29	5	11	18	1	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	297	28	169	646	46	29	5	11	18	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	297	28	169	646	46	29	5	11	18	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	297	28	169	646	46	29	5	11	18	1	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	0.65	0.11	0.24	0.95	0.05	1.00
Final Sat.:	1700	3400	1700	1700	3174	226	1096	189	416	1611	89	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.02	0.10	0.20	0.20	0.02	0.03	0.03	0.01	0.01	0.00
Crit Moves:	****				****			****			****	

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	33	87	223	259	133	110	77	821	100	645	1176	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	87	223	259	133	110	77	821	100	645	1176	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	87	223	259	133	110	77	821	100	645	1176	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	87	223	259	133	110	77	821	100	645	1176	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	87	223	259	133	110	77	821	100	645	1176	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	87	223	259	133	110	77	821	100	645	1176	190
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.67	0.33	2.00	2.58	0.42
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4546	554	3400	4391	709
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.07	0.08	0.08	0.06	0.05	0.18	0.18	0.19	0.27	0.27
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	161	116	270	324	216	153	885	115	95	498	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	161	116	270	324	216	153	885	115	95	498	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	161	116	270	324	216	153	885	115	95	498	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	161	116	270	324	216	153	885	115	95	498	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	161	116	270	324	216	153	885	115	95	498	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	161	116	270	324	216	153	885	115	95	498	196
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.16	0.84	1.00	1.20	0.80	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1976	1424	1700	2040	1360	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.16	0.16	0.16	0.09	0.26	0.07	0.06	0.15	0.12
Crit Moves:		****		****				****		****		

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	243	251	228	50	293	580	216	830	252	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	251	228	50	293	580	216	830	252	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	251	228	50	293	580	216	830	252	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	251	228	50	293	580	216	830	252	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	251	228	50	293	580	216	830	252	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	251	228	50	293	580	216	830	252	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.13	0.03	0.09	0.17	0.13	0.24	0.15	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	830	252	0	0	0	243	251	228	50	293	580
Future Volume (veh/h)	216	830	252	0	0	0	243	251	228	50	293	580
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	874	0				256	264	240	53	308	611
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	527	1051					500	525	445	380	759	1420
Arrive On Green	0.30	0.30	0.00				0.28	0.28	0.28	0.21	0.21	0.21
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	227	874	0				256	264	240	53	308	611
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	6.6	14.7	0.0				7.8	7.6	8.2	1.5	4.8	8.8
Cycle Q Clear(g_c), s	6.6	14.7	0.0				7.8	7.6	8.2	1.5	4.8	8.8
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	527	1051					500	525	445	380	759	1420
V/C Ratio(X)	0.43	0.83					0.51	0.50	0.54	0.14	0.41	0.43
Avail Cap(c_a), veh/h	569	1135					500	525	445	500	997	1607
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	21.1	0.0				19.4	19.3	19.6	20.5	21.7	9.9
Incr Delay (d2), s/veh	0.6	5.1	0.0				3.7	3.4	4.6	0.2	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.3	0.0				3.5	3.5	3.4	0.6	1.9	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	26.2	0.0				23.1	22.8	24.2	20.6	22.1	10.1
LnGrp LOS	B	C					C	C	C	C	C	B
Approach Vol, veh/h		1101						760			972	
Approach Delay, s/veh		24.7						23.3			14.5	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.5		23.5		18.2						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		18.0		20.5		18.0						
Max Q Clear Time (g_c+I1), s		10.2		16.7		10.8						
Green Ext Time (p_c), s		2.1		2.2		2.9						

Intersection Summary		
HCM 6th Ctrl Delay		20.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.223
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	180	0	954	0	409	964	0	163	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	0	954	0	409	964	0	163	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	954	0	409	964	0	163	133
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	180	0	0	0	409	0	0	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	0	0	409	0	0	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	180	0	0	0	409	0	0	163	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.12	0.00	0.00	0.10	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	180	0	0	409	163	133
Future Volume (veh/h)	180	0	0	409	163	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	189	0	0	431	172	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	431	172	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.5	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.11	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.5	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.6	0.7	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			431	172	
Approach Delay, s/veh	0.0			0.6	0.7	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.6		0.0		2.5
Green Ext Time (p_c), s		2.5		0.0		0.8

Intersection Summary	
HCM 6th Ctrl Delay	0.6
HCM 6th LOS	A

Notes

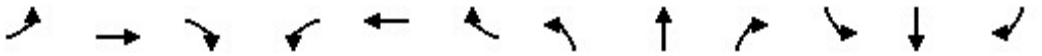
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.160
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	10	5	65	2	0	35	23	240	323	0	255	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	65	2	0	35	23	240	323	0	255	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	65	2	0	35	23	240	323	0	255	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	10	5	65	2	0	35	23	240	0	0	255	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	65	2	0	35	23	240	0	0	255	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	10	5	65	2	0	35	23	240	0	0	255	6
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1133	567	1700	1700	0	1700	1700	3400	1700	0	4983	117
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.04	0.00	0.00	0.02	0.01	0.07	0.00	0.00	0.05	0.05
Crit Moves:			****	****				****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	240	323	0	255	6	10	5	65	2	0	35
Future Volume (vph)	23	240	323	0	255	6	10	5	65	2	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.97	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5069			1801	1583	1770		1583
Flt Permitted	0.62	1.00	1.00		1.00			0.97	1.00	0.75		1.00
Satd. Flow (perm)	1146	3539	1583		5069			1801	1583	1392		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	253	340	0	268	6	11	5	68	2	0	37
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	30	0	0	16
Lane Group Flow (vph)	24	253	340	0	269	0	0	16	38	2	0	21
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	6.5	6.5	35.2		6.5			19.7	19.7	19.7		19.7
Effective Green, g (s)	6.5	6.5	35.2		6.5			19.7	19.7	19.7		19.7
Actuated g/C Ratio	0.18	0.18	1.00		0.18			0.56	0.56	0.56		0.56
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	211	653	1583		936			1007	885	779		885
v/s Ratio Prot		c0.07			0.05							
v/s Ratio Perm	0.02		c0.21					0.01	0.02	0.00		0.01
v/c Ratio	0.11	0.39	0.21		0.29			0.02	0.04	0.00		0.02
Uniform Delay, d1	12.0	12.6	0.0		12.4			3.4	3.5	3.4		3.5
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.4	0.3		0.2			0.0	0.1	0.0		0.0
Delay (s)	12.2	13.0	0.3		12.5			3.5	3.6	3.4		3.5
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		6.0			12.5			3.6			3.5	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	35.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	326	41	163	188	16	205
Future Vol, veh/h	326	41	163	188	16	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	343	43	172	198	17	216

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	386	0	907	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	542	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1172	-	306	680
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1172	-	261	680
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	497	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	609	-	-	1172	-
HCM Lane V/C Ratio	0.382	-	-	0.146	-
HCM Control Delay (s)	14.5	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	-	-	0.5	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	37	0	0	0	0	519	20	54	339	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	12	0	37	0	0	0	0	521	20	54	339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	37	0	0	0	0	521	20	54	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	37	0	0	0	0	521	20	54	339	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	37	0	0	0	0	521	20	54	339	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1637	63	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.32	0.32	0.03	0.10	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	122	263	42	261	258	103	124	772	56	47	766	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	263	42	261	258	103	124	772	56	47	766	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	263	42	261	258	103	124	772	56	47	766	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	263	42	261	258	103	124	772	56	47	766	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	263	42	261	258	103	124	772	56	47	766	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	263	42	261	258	103	124	772	56	47	766	222
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	2.00	1.00	1.00	1.00	1.86	0.14	1.00	1.55	0.45
Final Sat.:	1700	2932	468	3400	1700	1700	1700	3170	230	1700	2636	764
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.08	0.15	0.06	0.07	0.24	0.24	0.03	0.29	0.29
Crit Moves:	****			****			****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	69	236	29	94	210	53	43	142	97	38	152	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	236	29	94	210	53	43	142	97	38	152	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	236	29	94	210	53	43	142	97	38	152	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	236	29	94	210	53	43	142	97	38	152	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	236	29	94	210	53	43	142	97	38	152	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	236	29	94	210	53	43	142	97	38	152	38
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.60	0.40	1.00	0.59	0.41	1.00	1.00	1.00
Final Sat.:	1700	3028	372	1700	2715	685	1700	1010	690	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.06	0.08	0.08	0.03	0.14	0.14	0.02	0.09	0.02
Crit Moves:		****		****				****		****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	73	116	159	96	120	157	407	19	151	297	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	73	116	159	96	120	157	407	19	151	297	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	73	116	159	96	120	157	407	19	151	297	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	73	116	159	96	120	157	407	19	151	297	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	73	116	159	96	120	157	407	19	151	297	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	73	116	159	96	120	157	407	19	151	297	131
OvlAdjVol:			0			0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.39	0.61
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3248	152	1700	2359	1041
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.07	0.09	0.06	0.07	0.09	0.13	0.13	0.09	0.13	0.13
OvlAdjV/S:			0.00			0.00						
Crit Moves:	****			****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	35	0	103	0	0	0	0	635	38	82	538	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	103	0	0	0	0	635	38	82	538	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	103	0	0	0	0	635	38	82	538	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	103	0	0	0	0	635	38	82	538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	103	0	0	0	0	635	38	82	538	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	103	0	0	0	0	635	38	82	538	0
OvlAdjVol:			21									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.19	0.02	0.05	0.16	0.00
OvlAdjV/S:			0.01									
Crit Moves:	****							****		****		

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

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

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	671	71	227	545	70	90	8	35	41	0	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	671	71	227	545	70	90	8	35	41	0	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	671	71	227	545	70	90	8	35	41	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	671	71	227	545	70	90	8	35	41	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	671	71	227	545	70	90	8	35	41	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	671	71	227	545	70	90	8	35	41	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	0.68	0.06	0.26	1.00	0.00	1.00
Final Sat.:	1700	3400	1700	1700	3013	387	1150	102	447	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.04	0.13	0.18	0.18	0.05	0.08	0.08	0.02	0.00	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	80	137	513	278	139	118	133	1129	110	606	1336	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	137	513	278	139	118	133	1129	110	606	1336	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	137	513	278	139	118	133	1129	110	606	1336	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	137	513	278	139	118	133	1129	110	606	1336	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	137	513	278	139	118	133	1129	110	606	1336	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	137	513	278	139	118	133	1129	110	606	1336	250
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.73	0.27	2.00	2.53	0.47
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4647	453	3400	4296	804
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.15	0.08	0.08	0.07	0.08	0.24	0.24	0.18	0.31	0.31
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	178	279	125	224	341	78	112	794	93	140	799	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	279	125	224	341	78	112	794	93	140	799	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	279	125	224	341	78	112	794	93	140	799	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	279	125	224	341	78	112	794	93	140	799	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	279	125	224	341	78	112	794	93	140	799	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	279	125	224	341	78	112	794	93	140	799	415
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2348	1052	1700	2767	633	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.13	0.12	0.12	0.07	0.23	0.05	0.08	0.24	0.24
Crit Moves:		****		****				****		****		

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	612	306	358	98	552	767	241	603	331	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	612	306	358	98	552	767	241	603	331	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	612	306	358	98	552	767	241	603	331	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	612	306	358	98	552	767	241	603	331	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	306	358	98	552	767	241	603	331	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	612	306	358	98	552	767	241	603	331	0	0	0
OvlAdjVol:						105						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.33	0.67	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2267	1133	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.21	0.06	0.16	0.23	0.14	0.18	0.19	0.00	0.00	0.00
OvlAdjV/S:						0.03						
Crit Moves:	****			****					****			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	603	331	0	0	0	612	306	358	98	552	767
Future Volume (veh/h)	241	603	331	0	0	0	612	306	358	98	552	767
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	635	0				483	547	377	103	581	807
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	410	818					547	574	487	464	925	1369
Arrive On Green	0.23	0.23	0.00				0.31	0.31	0.31	0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	254	635	0				483	547	377	103	581	807
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.5	11.2	0.0				17.2	19.1	14.4	3.0	9.6	13.8
Cycle Q Clear(g_c), s	8.5	11.2	0.0				17.2	19.1	14.4	3.0	9.6	13.8
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	818					547	574	487	464	925	1369
V/C Ratio(X)	0.62	0.78					0.88	0.95	0.77	0.22	0.63	0.59
Avail Cap(c_a), veh/h	480	958					547	574	487	480	958	1395
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	24.1	0.0				22.0	22.6	21.0	19.4	21.8	12.2
Incr Delay (d2), s/veh	1.8	3.5	0.0				18.4	27.4	11.4	0.2	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	4.8	0.0				9.4	12.1	6.5	1.2	3.9	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	27.5	0.0				40.4	50.1	32.4	19.6	23.1	12.8
LnGrp LOS	C	C					D	D	C	B	C	B
Approach Vol, veh/h		889						1407			1491	
Approach Delay, s/veh		26.8						42.0			17.3	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	25.0	19.9	21.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	18.0	18.0
Max Q Clear Time (g_c+I1), s	21.1	13.2	15.8
Green Ext Time (p_c), s	0.0	2.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	260	0	936	0	649	1328	0	139	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	936	0	649	1328	0	139	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	936	0	649	1328	0	139	130
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	260	0	0	0	649	0	0	139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	0	649	0	0	139	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	260	0	0	0	649	0	0	139	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.19	0.00	0.00	0.08	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	0	0	649	139	130
Future Volume (veh/h)	260	0	0	649	139	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	274	0	0	683	146	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	683	146	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.1	0.4	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.24	0.10	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.6	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.8	0.6	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			683	146	
Approach Delay, s/veh	0.0			0.8	0.6	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.1		0.0		2.4
Green Ext Time (p_c), s		4.1		0.0		0.6

Intersection Summary		
HCM 6th Ctrl Delay		0.7
HCM 6th LOS		A

Notes

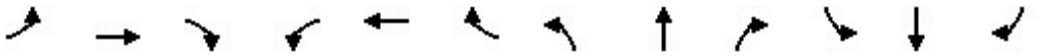
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.240
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	8	34	118	7	0	40	51	396	471	0	238	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	34	118	7	0	40	51	396	471	0	238	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	34	118	7	0	40	51	396	471	0	238	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	8	34	118	7	0	40	51	396	0	0	238	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	34	118	7	0	40	51	396	0	0	238	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	8	34	118	7	0	40	51	396	0	0	238	6
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	324	1376	1700	1700	0	1700	1700	3400	1700	0	4975	125
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.07	0.00	0.00	0.02	0.03	0.12	0.00	0.00	0.05	0.05
Crit Moves:			****	****				****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	396	471	0	238	6	8	34	118	7	0	40
Future Volume (vph)	51	396	471	0	238	6	8	34	118	7	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.99	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5067			1846	1583	1770		1583
Flt Permitted	0.59	1.00	1.00		1.00			0.99	1.00	0.73		1.00
Satd. Flow (perm)	1092	3539	1583		5067			1846	1583	1357		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	417	496	0	251	6	8	36	124	7	0	42
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	64	0	0	22
Lane Group Flow (vph)	54	417	496	0	253	0	0	44	60	7	0	20
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	10.4	10.4	37.5		10.4			18.1	18.1	18.1		18.1
Effective Green, g (s)	10.4	10.4	37.5		10.4			18.1	18.1	18.1		18.1
Actuated g/C Ratio	0.28	0.28	1.00		0.28			0.48	0.48	0.48		0.48
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	302	981	1583		1405			891	764	654		764
v/s Ratio Prot		0.12			0.05							
v/s Ratio Perm	0.05		c0.31					0.02	0.04	0.01		0.01
v/c Ratio	0.18	0.43	0.31		0.18			0.05	0.08	0.01		0.03
Uniform Delay, d1	10.3	11.1	0.0		10.3			5.1	5.2	5.0		5.1
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.3	0.3	0.5		0.1			0.1	0.2	0.0		0.1
Delay (s)	10.6	11.4	0.5		10.4			5.2	5.4	5.1		5.1
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		5.8			10.4			5.4			5.1	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	37.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	357	84	196	389	21	191
Future Vol, veh/h	357	84	196	389	21	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	376	88	206	409	22	201

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	464	0	1241	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	821	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1097	-	193	633
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1097	-	157	633
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	18.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	1097	-
HCM Lane V/C Ratio	0.458	-	-	0.188	-
HCM Control Delay (s)	18.5	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.4	-	-	0.7	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	45	0	0	0	0	484	48	53	540	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	45	0	0	0	0	484	48	53	540	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	45	0	0	0	0	484	48	53	540	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	45	0	0	0	0	484	48	53	540	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	45	0	0	0	0	484	48	53	540	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.91	0.09	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1547	153	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.31	0.03	0.16	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	113	252	29	286	391	172	118	652	73	62	787	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	252	29	286	391	172	118	652	73	62	787	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	252	29	286	391	172	118	652	73	62	787	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	252	29	286	391	172	118	652	73	62	787	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	252	29	286	391	172	118	652	73	62	787	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	252	29	286	391	172	118	652	73	62	787	122
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.73	0.27
Final Sat.:	1700	3049	351	3400	1700	1700	1700	3058	342	1700	2944	456
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.08	0.23	0.10	0.07	0.21	0.21	0.04	0.27	0.27
Crit Moves:	****				****		****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	97	272	46	96	349	76	42	110	138	58	138	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	272	46	96	349	76	42	110	138	58	138	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	272	46	96	349	76	42	110	138	58	138	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	272	46	96	349	76	42	110	138	58	138	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	272	46	96	349	76	42	110	138	58	138	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	272	46	96	349	76	42	110	138	58	138	29
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.64	0.36	1.00	0.44	0.56	1.00	1.00	1.00
Final Sat.:	1700	2908	492	1700	2792	608	1700	754	946	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.06	0.13	0.13	0.02	0.15	0.15	0.03	0.08	0.02
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	55	123	169	212	115	194	209	360	54	182	399	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	123	169	212	115	194	209	360	54	182	399	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	123	169	212	115	194	209	360	54	182	399	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	123	169	212	115	194	209	360	54	182	399	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	123	169	212	115	194	209	360	54	182	399	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	123	169	212	115	194	209	360	54	182	399	117
OvlAdjVol:			0			0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.55	0.45
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	2957	443	1700	2629	771
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.10	0.12	0.07	0.11	0.12	0.12	0.12	0.11	0.15	0.15
OvlAdjV/S:			0.00			0.00						
Crit Moves:	****			****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	71	0	168	0	0	0	0	655	96	184	686	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	0	168	0	0	0	0	655	96	184	686	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	0	168	0	0	0	0	655	96	184	686	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	0	168	0	0	0	0	655	96	184	686	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	168	0	0	0	0	655	96	184	686	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	168	0	0	0	0	655	96	184	686	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.00	0.00	0.00	0.00	0.19	0.06	0.11	0.20	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****							****		****		

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	37	640	152	275	697	118	53	37	48	77	32	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	640	152	275	697	118	53	37	48	77	32	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	640	152	275	697	118	53	37	48	77	32	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	640	152	275	697	118	53	37	48	77	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	640	152	275	697	118	53	37	48	77	32	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	640	152	275	697	118	53	37	48	77	32	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	0.38	0.27	0.35	0.71	0.29	1.00
Final Sat.:	1700	3400	1700	1700	2908	492	653	456	591	1201	499	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.09	0.16	0.24	0.24	0.03	0.08	0.08	0.05	0.06	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	90	113	490	265	202	154	132	978	146	734	1100	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	113	490	265	202	154	132	978	146	734	1100	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	113	490	265	202	154	132	978	146	734	1100	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	113	490	265	202	154	132	978	146	734	1100	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	113	490	265	202	154	132	978	146	734	1100	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	113	490	265	202	154	132	978	146	734	1100	136
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.61	0.39	2.00	2.67	0.33
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4438	662	3400	4539	561
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.14	0.08	0.12	0.09	0.08	0.22	0.22	0.22	0.24	0.24
OvlAdjV/S:			0.00									
Crit Moves:	****			****			****			****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

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

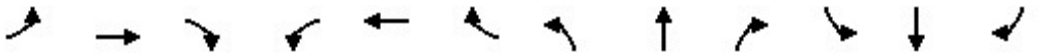
Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	104	191	181	237	341	93	123	766	90	245	941	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	191	181	237	341	93	123	766	90	245	941	339
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	191	181	237	341	93	123	766	90	245	941	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	191	181	237	341	93	123	766	90	245	941	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	191	181	237	341	93	123	766	90	245	941	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	191	181	237	341	93	123	766	90	245	941	339
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.03	0.97	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1746	1654	1700	2671	729	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.14	0.13	0.13	0.07	0.23	0.05	0.14	0.28	0.20
Crit Moves:		****		****				****		****		

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	D

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	799	280	462	57	678	792	214	594	444	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	799	280	462	57	678	792	214	594	444	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	799	280	462	57	678	792	214	594	444	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	799	280	462	57	678	792	214	594	444	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	799	280	462	57	678	792	214	594	444	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	799	280	462	57	678	792	214	594	444	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	0.52	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2518	882	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.27	0.03	0.20	0.23	0.13	0.17	0.26	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****					****			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	594	444	0	0	0	799	280	462	57	678	792
Future Volume (veh/h)	214	594	444	0	0	0	799	280	462	57	678	792
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	625	0				568	677	486	60	714	834
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	376	749					680	714	605	419	837	1245
Arrive On Green	0.21	0.21	0.00				0.38	0.38	0.38	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	225	625	0				568	677	486	60	714	834
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.0	13.2	0.0				22.7	27.6	21.5	2.1	15.1	18.5
Cycle Q Clear(g_c), s	9.0	13.2	0.0				22.7	27.6	21.5	2.1	15.1	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	376	749					680	714	605	419	837	1245
V/C Ratio(X)	0.60	0.83					0.84	0.95	0.80	0.14	0.85	0.67
Avail Cap(c_a), veh/h	408	814					680	714	605	419	837	1245
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	29.7	0.0				22.0	23.5	21.6	23.8	28.7	17.2
Incr Delay (d2), s/veh	2.1	7.0	0.0				11.6	23.1	10.8	0.2	8.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	6.2	0.0				11.0	15.8	9.2	0.9	7.1	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	36.7	0.0				33.6	46.6	32.4	23.9	37.3	18.6
LnGrp LOS	C	D					C	D	C	C	D	B
Approach Vol, veh/h		850						1731			1608	
Approach Delay, s/veh		35.0						38.4			27.1	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	34.5	21.1	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.0	18.0	18.5
Max Q Clear Time (g_c+I1), s	29.6	15.2	20.5
Green Ext Time (p_c), s	0.4	1.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	2	2	0	1	1
Volume Module:												
Base Vol:	0	0	0	187	0	812	0	661	1092	0	177	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	187	0	812	0	661	1092	0	177	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	812	0	661	1092	0	177	111
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	187	0	0	0	661	0	0	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	0	0	661	0	0	177	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	187	0	0	0	661	0	0	177	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.19	0.00	0.00	0.10	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	0	0	661	177	111
Future Volume (veh/h)	187	0	0	661	177	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	197	0	0	696	186	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	696	186	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.1	0.5	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.24	0.12	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.6	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.8	0.7	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			696	186	
Approach Delay, s/veh	0.0			0.8	0.7	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.1		0.0		2.5
Green Ext Time (p_c), s		4.2		0.0		0.8

Intersection Summary		
HCM 6th Ctrl Delay		0.7
HCM 6th LOS		A

Notes

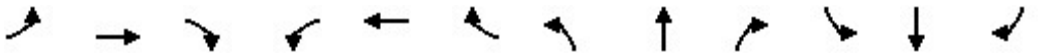
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.213
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	15	19	117	8	0	39	37	305	479	0	227	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	19	117	8	0	39	37	305	479	0	227	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	19	117	8	0	39	37	305	479	0	227	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	15	19	117	8	0	39	37	305	0	0	227	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	19	117	8	0	39	37	305	0	0	227	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	15	19	117	8	0	39	37	305	0	0	227	7
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.91	0.09
Final Sat.:	750	950	1700	1700	0	1700	1700	3400	1700	0	4947	153
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.07	0.00	0.00	0.02	0.02	0.09	0.00	0.00	0.05	0.05
Crit Moves:			****	****				****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	305	479	0	227	7	15	19	117	8	0	39
Future Volume (vph)	37	305	479	0	227	7	15	19	117	8	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.98	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5064			1822	1583	1770		1583
Flt Permitted	0.59	1.00	1.00		1.00			0.98	1.00	0.73		1.00
Satd. Flow (perm)	1104	3539	1583		5064			1822	1583	1367		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	39	321	504	0	239	7	16	20	123	8	0	41
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	61	0	0	20
Lane Group Flow (vph)	39	321	504	0	241	0	0	36	62	8	0	21
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	9.0	9.0	36.1		9.0			18.1	18.1	18.1		18.1
Effective Green, g (s)	9.0	9.0	36.1		9.0			18.1	18.1	18.1		18.1
Actuated g/C Ratio	0.25	0.25	1.00		0.25			0.50	0.50	0.50		0.50
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	275	882	1583		1262			913	793	685		793
v/s Ratio Prot		0.09			0.05							
v/s Ratio Perm	0.04		c0.32					0.02	0.04	0.01		0.01
v/c Ratio	0.14	0.36	0.32		0.19			0.04	0.08	0.01		0.03
Uniform Delay, d1	10.5	11.2	0.0		10.7			4.6	4.7	4.5		4.5
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.3	0.5		0.1			0.1	0.2	0.0		0.1
Delay (s)	10.8	11.4	0.5		10.8			4.7	4.9	4.5		4.6
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		5.0			10.8			4.8			4.6	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	36.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX C

OPENING YEAR (2028) LOS WORKSHEETS

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	28	131	314	17	82
Future Vol, veh/h	192	28	131	314	17	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	29	138	331	18	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	231	0	824	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	607	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1337	-	343	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1337	-	308	823
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	-	-	1337	-
HCM Lane V/C Ratio	0.163	-	-	0.103	-
HCM Control Delay (s)	11.7	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	0	20	0	0	0	0	250	18	75	421	0
Added Vol:	2	0	115	0	0	0	0	4	2	127	4	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	13	0	135	0	0	0	0	256	20	202	425	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	135	0	0	0	0	256	20	202	425	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	135	0	0	0	0	256	20	202	425	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	135	0	0	0	0	256	20	202	425	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1575	125	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.16	0.16	0.12	0.13	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	46	102	20	241	260	83	49	535	31	32	817	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	104	20	246	265	85	50	546	32	33	833	149
Added Vol:	0	9	27	5	11	38	43	57	0	78	64	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	113	47	251	276	123	93	603	32	111	897	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	113	47	251	276	123	93	603	32	111	897	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	113	47	251	276	123	93	603	32	111	897	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	113	47	251	276	123	93	603	32	111	897	158
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	2.00	1.00	1.00	1.00	1.90	0.10	1.00	1.70	0.30
Final Sat.:	1700	2396	1004	3400	1700	1700	1700	3231	169	1700	2891	509
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.07	0.16	0.07	0.05	0.19	0.19	0.07	0.31	0.31
Crit Moves:	****			****			****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	40	115	23	50	212	32	18	61	95	34	90	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	41	117	23	51	216	33	18	62	97	35	92	12
Added Vol:	37	36	0	0	90	0	0	0	45	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	153	23	51	306	33	18	62	142	35	92	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	153	23	51	306	33	18	62	142	35	92	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	153	23	51	306	33	18	62	142	35	92	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	153	23	51	306	33	18	62	142	35	92	12
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.81	0.19	1.00	0.30	0.70	1.00	1.00	1.00
Final Sat.:	1700	2949	451	1700	3073	327	1700	518	1182	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.10	0.10	0.01	0.12	0.12	0.02	0.05	0.01
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

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

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	39	31	62	95	98	119	74	187	15	158	383	95
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	40	32	63	97	100	121	75	191	15	161	391	97
Added Vol:	2	9	55	0	90	45	64	53	2	2	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	41	118	97	190	166	139	244	17	163	475	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	41	118	97	190	166	139	244	17	163	475	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	41	118	97	190	166	139	244	17	163	475	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	41	118	97	190	166	139	244	17	163	475	97
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.07	0.93	1.00	1.87	0.13	1.00	1.66	0.34
Final Sat.:	1700	1700	1700	1700	1812	1588	1700	3175	225	1700	2824	576
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.07	0.06	0.10	0.10	0.08	0.08	0.08	0.10	0.17	0.17
Crit Moves:			****	****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

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

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	27	0	59	0	0	0	0	274	53	64	615	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	28	0	60	0	0	0	0	279	54	65	627	0
Added Vol:	0	0	0	0	0	0	0	108	0	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	60	0	0	0	0	387	54	65	713	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	60	0	0	0	0	387	54	65	713	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	60	0	0	0	0	387	54	65	713	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	0	60	0	0	0	0	387	54	65	713	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.11	0.03	0.04	0.21	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	297	28	169	646	46	29	5	11	18	1	48
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	303	29	172	659	47	30	5	11	18	1	49
Added Vol:	0	90	19	9	63	0	0	0	0	23	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	393	48	181	722	47	30	5	11	41	1	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	393	48	181	722	47	30	5	11	41	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	393	48	181	722	47	30	5	11	41	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	393	48	181	722	47	30	5	11	41	1	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	0.65	0.11	0.24	0.98	0.02	1.00
Final Sat.:	1700	3400	1700	1700	3193	207	1096	189	416	1659	41	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.03	0.11	0.23	0.23	0.02	0.03	0.03	0.02	0.02	0.00
Crit Moves:	****				****			****			****	

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	33	87	223	259	133	110	77	821	100	645	1176	190
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	34	89	227	264	136	112	79	837	102	658	1200	194
Added Vol:	0	12	82	0	14	9	12	76	0	58	142	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	101	309	264	150	121	91	913	102	716	1342	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	101	309	264	150	121	91	913	102	716	1342	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	101	309	264	150	121	91	913	102	716	1342	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	101	309	264	150	121	91	913	102	716	1342	214
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.70	0.30	2.00	2.59	0.41
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4588	512	3400	4399	701
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.09	0.08	0.09	0.07	0.05	0.20	0.20	0.21	0.30	0.30
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	161	116	270	324	216	153	885	115	95	498	196
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	164	118	275	330	220	156	903	117	97	508	200
Added Vol:	0	9	34	32	11	0	0	0	0	12	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	173	152	307	341	220	156	903	117	109	508	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	173	152	307	341	220	156	903	117	109	508	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	173	152	307	341	220	156	903	117	109	508	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	173	152	307	341	220	156	903	117	109	508	260
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.06	0.94	1.00	1.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1809	1591	1700	2067	1333	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.18	0.17	0.17	0.09	0.27	0.07	0.06	0.15	0.15
Crit Moves:		****		****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Del Opisobo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	161	116	270	324	216	153	885	115	95	498	196
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	164	118	275	330	220	156	903	117	97	508	200
Added Vol:	0	9	34	32	11	0	0	0	0	12	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	173	152	307	341	220	156	903	117	109	508	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	173	152	307	341	220	156	903	117	109	508	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	173	152	307	341	220	156	903	117	109	508	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	173	152	307	341	220	156	903	117	109	508	260
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.06	0.94	1.00	1.22	0.78	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1809	1591	1700	2067	1333	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.18	0.17	0.17	0.09	0.18	0.07	0.06	0.15	0.15
Crit Moves:		****			****			****			****	

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	1	0 2	0 2	1	0 2	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	243	251	228	50	293	580	216	830	252	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	248	256	233	51	299	592	220	847	257	0	0	0
Added Vol:	47	0	25	0	0	0	0	9	20	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	256	258	51	299	592	220	856	277	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	256	258	51	299	592	220	856	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	256	258	51	299	592	220	856	277	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	256	258	51	299	592	220	856	277	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.07	0.93	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1820	1580	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.15	0.03	0.09	0.17	0.13	0.25	0.16	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****			****				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	856	277	0	0	0	295	256	258	51	299	592
Future Volume (veh/h)	220	856	277	0	0	0	295	256	258	51	299	592
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	901	0				290	298	272	54	315	623
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	532	1061					495	520	441	383	764	1433
Arrive On Green	0.30	0.30	0.00				0.28	0.28	0.28	0.22	0.22	0.22
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	232	901	0				290	298	272	54	315	623
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	6.8	15.4	0.0				9.1	8.9	9.7	1.6	4.9	9.1
Cycle Q Clear(g_c), s	6.8	15.4	0.0				9.1	8.9	9.7	1.6	4.9	9.1
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	532	1061					495	520	441	383	764	1433
V/C Ratio(X)	0.44	0.85					0.59	0.57	0.62	0.14	0.41	0.43
Avail Cap(c_a), veh/h	564	1125					495	520	441	495	988	1608
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	21.3	0.0				20.2	20.1	20.4	20.6	21.9	9.9
Incr Delay (d2), s/veh	0.6	6.0	0.0				5.0	4.5	6.4	0.2	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.8	0.0				4.2	4.2	4.1	0.6	2.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	27.4	0.0				25.2	24.6	26.7	20.7	22.3	10.1
LnGrp LOS	B	C					C	C	C	C	C	B
Approach Vol, veh/h		1133						860			992	
Approach Delay, s/veh		25.6						25.5			14.5	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.5		23.8		18.4						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		18.0		20.5		18.0						
Max Q Clear Time (g_c+I1), s		11.7		17.4		11.1						
Green Ext Time (p_c), s		2.1		1.9		2.9						

Intersection Summary		
HCM 6th Ctrl Delay		21.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	180	0	954	0	409	964	0	163	133
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	184	0	973	0	417	983	0	166	136
Added Vol:	0	0	0	0	0	102	0	75	109	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	184	0	1075	0	492	1092	0	268	136
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	184	0	0	0	492	0	0	268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	0	0	492	0	0	268	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	184	0	0	0	492	0	0	268	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.14	0.00	0.00	0.16	0.00
Crit Moves:				****			****				****	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	0	0	492	268	136
Future Volume (veh/h)	184	0	0	492	268	136
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	194	0	0	518	282	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	518	282	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.8	0.8	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.18	0.19	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.5	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.7	0.8	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			518	282	
Approach Delay, s/veh	0.0			0.7	0.8	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.8		0.0		2.8
Green Ext Time (p_c), s		3.1		0.0		1.4

Intersection Summary	
HCM 6th Ctrl Delay	0.7
HCM 6th LOS	A

Notes

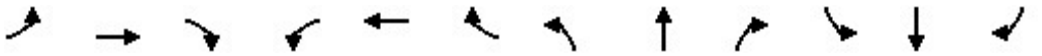
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.209
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	10	5	65	2	0	35	23	240	323	0	255	6
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	5	66	2	0	36	23	245	329	0	260	6
Added Vol:	102	0	0	0	0	0	0	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	5	66	2	0	36	23	245	404	0	260	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	112	5	66	2	0	36	23	245	0	0	260	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	5	66	2	0	36	23	245	0	0	260	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	112	5	66	2	0	36	23	245	0	0	260	6
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1626	74	1700	1700	0	1700	1700	3400	1700	0	4983	117
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.04	0.00	0.00	0.02	0.01	0.07	0.00	0.00	0.05	0.05
Crit Moves:	****					****		****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	245	404	0	260	6	112	5	66	2	0	36
Future Volume (vph)	23	245	404	0	260	6	112	5	66	2	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.95	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5069			1777	1583	1770		1583
Flt Permitted	0.57	1.00	1.00		1.00			0.95	1.00	0.68		1.00
Satd. Flow (perm)	1067	3539	1583		5069			1777	1583	1263		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	258	425	0	274	6	118	5	69	2	0	38
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	33	0	0	18
Lane Group Flow (vph)	24	258	425	0	275	0	0	123	36	2	0	20
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	8.0	8.0	35.3		8.0			18.3	18.3	18.3		18.3
Effective Green, g (s)	8.0	8.0	35.3		8.0			18.3	18.3	18.3		18.3
Actuated g/C Ratio	0.23	0.23	1.00		0.23			0.52	0.52	0.52		0.52
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	241	802	1583		1148			921	820	654		820
v/s Ratio Prot		0.07			0.05							
v/s Ratio Perm	0.02		c0.27					0.07	0.02	0.00		0.01
v/c Ratio	0.10	0.32	0.27		0.24			0.13	0.04	0.00		0.02
Uniform Delay, d1	10.8	11.4	0.0		11.2			4.4	4.2	4.1		4.1
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.2	0.4		0.1			0.3	0.1	0.0		0.1
Delay (s)	11.0	11.6	0.4		11.3			4.7	4.3	4.1		4.2
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		4.9			11.3			4.6			4.2	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	35.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	338	42	173	196	16	211
Future Vol, veh/h	338	42	173	196	16	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	356	44	182	206	17	222

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	400	0	948	378
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1159	-	289	669
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1159	-	244	669
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	477	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	1159	-
HCM Lane V/C Ratio	0.401	-	-	0.157	-
HCM Control Delay (s)	15	-	-	8.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.9	-	-	0.6	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	0	38	0	0	0	0	529	20	55	346	0
Added Vol:	2	0	135	0	0	0	0	5	3	152	5	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	14	0	173	0	0	0	0	536	23	207	351	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	173	0	0	0	0	536	23	207	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	173	0	0	0	0	536	23	207	351	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	173	0	0	0	0	536	23	207	351	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1629	71	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.33	0.33	0.12	0.10	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	122	263	42	261	258	103	124	772	56	47	766	222
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	124	268	43	266	263	105	126	787	57	48	781	226
Added Vol:	0	11	31	9	13	66	57	82	0	94	85	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	279	74	275	276	171	183	869	57	142	866	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	279	74	275	276	171	183	869	57	142	866	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	279	74	275	276	171	183	869	57	142	866	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	279	74	275	276	171	183	869	57	142	866	232
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	2.00	1.00	1.00	1.00	1.88	0.12	1.00	1.58	0.42
Final Sat.:	1700	2689	711	3400	1700	1700	1700	3190	210	1700	2681	719
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.08	0.16	0.10	0.11	0.27	0.27	0.08	0.32	0.32
Crit Moves:	****				****		****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	69	236	29	94	210	53	43	142	97	38	152	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	70	241	30	96	214	54	44	145	99	39	155	39
Added Vol:	43	42	0	0	107	0	0	0	54	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	283	30	96	321	54	44	145	153	39	155	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	283	30	96	321	54	44	145	153	39	155	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	283	30	96	321	54	44	145	153	39	155	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	283	30	96	321	54	44	145	153	39	155	39
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.71	0.29	1.00	0.49	0.51	1.00	1.00	1.00
Final Sat.:	1700	3078	322	1700	2910	490	1700	827	873	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.06	0.11	0.11	0.03	0.18	0.18	0.02	0.09	0.02
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	73	116	159	96	120	157	407	19	151	297	131
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	18	74	118	162	98	122	160	415	19	154	303	134
Added Vol:	2	11	65	0	107	54	75	62	3	2	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	85	183	162	205	176	235	477	22	156	404	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	85	183	162	205	176	235	477	22	156	404	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	85	183	162	205	176	235	477	22	156	404	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	85	183	162	205	176	235	477	22	156	404	134
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.07	0.93	1.00	1.91	0.09	1.00	1.50	0.50
Final Sat.:	1700	1700	1700	1700	1827	1573	1700	3248	152	1700	2555	845
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.11	0.10	0.11	0.11	0.14	0.15	0.15	0.09	0.16	0.16
Crit Moves:			****	****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	35	0	103	0	0	0	0	635	38	82	538	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	0	105	0	0	0	0	648	39	84	549	0
Added Vol:	0	0	0	0	0	0	0	127	0	0	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	105	0	0	0	0	775	39	84	652	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	105	0	0	0	0	775	39	84	652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	105	0	0	0	0	775	39	84	652	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	105	0	0	0	0	775	39	84	652	0
OvlAdjVol:			21									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.02	0.05	0.19	0.00
OvlAdjV/S:			0.01									
Crit Moves:	****							****		****		

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	671	71	227	545	70	90	8	35	41	0	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	19	684	72	232	556	71	92	8	36	42	0	106
Added Vol:	0	105	22	6	76	0	0	0	0	27	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	789	94	238	632	71	92	8	36	69	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	789	94	238	632	71	92	8	36	69	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	789	94	238	632	71	92	8	36	69	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	789	94	238	632	71	92	8	36	69	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	0.68	0.06	0.26	1.00	0.00	1.00
Final Sat.:	1700	3400	1700	1700	3055	345	1150	102	447	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.06	0.14	0.21	0.21	0.05	0.08	0.08	0.04	0.00	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

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

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	80	137	513	278	139	118	133	1129	110	606	1336	250
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	140	523	284	142	120	136	1152	112	618	1363	255
Added Vol:	0	13	101	0	16	9	8	114	0	66	175	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	153	624	284	158	129	144	1266	112	684	1538	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	153	624	284	158	129	144	1266	112	684	1538	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	153	624	284	158	129	144	1266	112	684	1538	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	153	624	284	158	129	144	1266	112	684	1538	271
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.76	0.24	2.00	2.55	0.45
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4685	415	3400	4336	764
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.18	0.08	0.09	0.08	0.08	0.27	0.27	0.20	0.35	0.35
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	178	279	125	224	341	78	112	794	93	140	799	415
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	182	285	128	228	348	80	114	810	95	143	815	423
Added Vol:	0	11	27	60	13	0	0	0	0	12	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	296	155	288	361	80	114	810	95	155	815	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	296	155	288	361	80	114	810	95	155	815	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	296	155	288	361	80	114	810	95	155	815	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	296	155	288	361	80	114	810	95	155	815	465
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2233	1167	1700	2786	614	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.17	0.13	0.13	0.07	0.24	0.06	0.09	0.24	0.27
Crit Moves:		****			****			****				****

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	178	279	125	224	341	78	112	794	93	140	799	415
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	182	285	128	228	348	80	114	810	95	143	815	423
Added Vol:	0	11	27	60	13	0	0	0	0	12	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	296	155	288	361	80	114	810	95	155	815	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	296	155	288	361	80	114	810	95	155	815	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	296	155	288	361	80	114	810	95	155	815	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	296	155	288	361	80	114	810	95	155	815	465
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.64	0.36	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2233	1167	1700	2786	614	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.17	0.13	0.13	0.07	0.16	0.06	0.09	0.24	0.27
Crit Moves:		****			****			****				****

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	612	306	358	98	552	767	241	603	331	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	624	312	365	100	563	782	246	615	338	0	0	0
Added Vol:	27	0	15	0	0	0	0	9	54	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	651	312	380	100	563	782	246	624	392	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	651	312	380	100	563	782	246	624	392	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	312	380	100	563	782	246	624	392	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	651	312	380	100	563	782	246	624	392	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.35	0.65	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2298	1102	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.22	0.06	0.17	0.23	0.14	0.18	0.23	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****				****			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	624	392	0	0	0	651	312	380	100	563	782
Future Volume (veh/h)	246	624	392	0	0	0	651	312	380	100	563	782
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	259	657	0				506	578	400	105	593	823
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	399	797					618	649	550	436	871	1309
Arrive On Green	0.22	0.22	0.00				0.35	0.35	0.35	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	259	657	0				506	578	400	105	593	823
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.7	12.9	0.0				19.0	21.5	16.2	3.5	11.1	16.3
Cycle Q Clear(g_c), s	9.7	12.9	0.0				19.0	21.5	16.2	3.5	11.1	16.3
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	797					618	649	550	436	871	1309
V/C Ratio(X)	0.65	0.82					0.82	0.89	0.73	0.24	0.68	0.63
Avail Cap(c_a), veh/h	436	871					618	649	550	436	871	1309
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	27.1	0.0				21.9	22.7	21.0	22.3	25.1	14.7
Incr Delay (d2), s/veh	3.0	6.1	0.0				11.5	16.8	8.2	0.3	2.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	5.9	0.0				9.4	11.8	6.8	1.4	4.7	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	33.2	0.0				33.4	39.5	29.1	22.5	27.3	15.6
LnGrp LOS	C	C					C	D	C	C	C	B
Approach Vol, veh/h		916						1484			1521	
Approach Delay, s/veh		32.0						34.6			20.7	
Approach LOS		C						C			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		30.0		21.0		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		25.5		18.0		18.0						
Max Q Clear Time (g_c+I1), s		23.5		14.9		18.3						
Green Ext Time (p_c), s		1.4		1.5		0.0						

Intersection Summary		
HCM 6th Ctrl Delay		28.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	2	2	0	1	1
Volume Module:												
Base Vol:	0	0	0	260	0	936	0	649	1328	0	139	130
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	265	0	955	0	662	1355	0	142	133
Added Vol:	0	0	0	0	0	145	0	91	115	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	265	0	1100	0	753	1470	0	287	133
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	265	0	0	0	753	0	0	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	265	0	0	0	753	0	0	287	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	265	0	0	0	753	0	0	287	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.22	0.00	0.00	0.17	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	265	0	0	753	287	133
Future Volume (veh/h)	265	0	0	753	287	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	279	0	0	793	302	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	793	302	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.9	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.28	0.20	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.6	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.8	0.8	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			793	302	
Approach Delay, s/veh	0.0			0.8	0.8	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.3		0.0		2.9
Green Ext Time (p_c), s		4.8		0.0		1.5

Intersection Summary		
HCM 6th Ctrl Delay		0.8
HCM 6th LOS		A

Notes

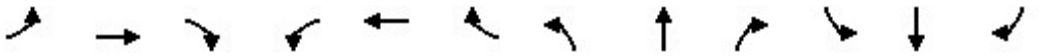
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	8	34	118	7	0	40	51	396	471	0	238	6
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	8	35	120	7	0	41	52	404	480	0	243	6
Added Vol:	145	0	0	0	0	0	0	0	91	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	35	120	7	0	41	52	404	571	0	243	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	153	35	120	7	0	41	52	404	0	0	243	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	35	120	7	0	41	52	404	0	0	243	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	153	35	120	7	0	41	52	404	0	0	243	6
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.18	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1386	314	1700	1700	0	1700	1700	3400	1700	0	4975	125
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.07	0.00	0.00	0.02	0.03	0.12	0.00	0.00	0.05	0.05
Crit Moves:	****					****		****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	404	563	0	243	6	153	35	120	7	0	41
Future Volume (vph)	52	404	563	0	243	6	153	35	120	7	0	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.96	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5068			1790	1583	1770		1583
Flt Permitted	0.58	1.00	1.00		1.00			0.96	1.00	0.63		1.00
Satd. Flow (perm)	1087	3539	1583		5068			1790	1583	1180		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	55	425	593	0	256	6	161	37	126	7	0	43
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	65	0	0	22
Lane Group Flow (vph)	55	425	593	0	258	0	0	198	61	7	0	21
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	10.4	10.4	37.5		10.4			18.1	18.1	18.1		18.1
Effective Green, g (s)	10.4	10.4	37.5		10.4			18.1	18.1	18.1		18.1
Actuated g/C Ratio	0.28	0.28	1.00		0.28			0.48	0.48	0.48		0.48
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	301	981	1583		1405			863	764	569		764
v/s Ratio Prot		0.12			0.05							
v/s Ratio Perm	0.05		c0.37					0.11	0.04	0.01		0.01
v/c Ratio	0.18	0.43	0.37		0.18			0.23	0.08	0.01		0.03
Uniform Delay, d1	10.3	11.1	0.0		10.3			5.6	5.2	5.0		5.1
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.3	0.3	0.7		0.1			0.6	0.2	0.0		0.1
Delay (s)	10.6	11.4	0.7		10.4			6.3	5.4	5.1		5.2
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		5.4			10.4			5.9			5.1	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	37.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	37.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	374	86	211	405	21	199
Future Vol, veh/h	374	86	211	405	21	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	394	91	222	426	22	209

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	485	0	1310	440
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	870	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1078	-	175	617
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	139	617
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	326	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	20.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	465	-	-	1078	-
HCM Lane V/C Ratio	0.498	-	-	0.206	-
HCM Control Delay (s)	20.2	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.7	-	-	0.8	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	0	46	0	0	0	0	494	49	54	551	0
Added Vol:	4	0	251	0	0	0	0	9	5	286	9	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	297	0	0	0	0	503	54	340	560	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	297	0	0	0	0	503	54	340	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	297	0	0	0	0	503	54	340	560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	297	0	0	0	0	503	54	340	560	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.90	0.10	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1535	165	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.33	0.20	0.16	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	113	252	29	286	391	172	118	652	73	62	787	122
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	115	257	30	292	399	175	120	665	74	63	803	124
Added Vol:	0	20	59	10	25	59	47	78	0	176	86	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	277	89	302	424	234	167	743	74	239	889	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	277	89	302	424	234	167	743	74	239	889	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	277	89	302	424	234	167	743	74	239	889	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	277	89	302	424	234	167	743	74	239	889	133
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	2.00	1.00	1.00	1.00	1.82	0.18	1.00	1.74	0.26
Final Sat.:	1700	2576	824	3400	1700	1700	1700	3090	310	1700	2956	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.09	0.25	0.14	0.10	0.24	0.24	0.14	0.30	0.30
Crit Moves:	****				****		****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	97	272	46	96	349	76	42	110	138	58	138	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	99	277	47	98	356	78	43	112	141	59	141	30
Added Vol:	81	79	0	0	201	0	0	0	101	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	356	47	98	557	78	43	112	242	59	141	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	356	47	98	557	78	43	112	242	59	141	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	356	47	98	557	78	43	112	242	59	141	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	356	47	98	557	78	43	112	242	59	141	30
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.76	0.24	1.00	0.32	0.68	1.00	1.00	1.00
Final Sat.:	1700	3005	395	1700	2985	415	1700	539	1161	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.06	0.19	0.19	0.03	0.21	0.21	0.03	0.08	0.02
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	55	123	169	212	115	194	209	360	54	182	399	117
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	56	125	172	216	117	198	213	367	55	186	407	119
Added Vol:	4	20	120	0	201	101	139	116	5	4	189	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	145	292	216	318	299	352	483	60	190	596	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	145	292	216	318	299	352	483	60	190	596	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	145	292	216	318	299	352	483	60	190	596	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	145	292	216	318	299	352	483	60	190	596	119
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.03	0.97	1.00	1.78	0.22	1.00	1.67	0.33
Final Sat.:	1700	1700	1700	1700	1753	1647	1700	3024	376	1700	2833	567
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.17	0.13	0.18	0.18	0.21	0.16	0.16	0.11	0.21	0.21
Crit Moves:			****	****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	71	0	168	0	0	0	0	655	96	184	686	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	72	0	171	0	0	0	0	668	98	188	700	0
Added Vol:	0	0	0	0	0	0	0	236	0	0	193	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	0	171	0	0	0	0	904	98	188	893	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	0	171	0	0	0	0	904	98	188	893	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	171	0	0	0	0	904	98	188	893	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	0	171	0	0	0	0	904	98	188	893	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.00	0.00	0.00	0.00	0.27	0.06	0.11	0.26	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****							****		****		

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	37	640	152	275	697	118	53	37	48	77	32	116
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	653	155	281	711	120	54	38	49	79	33	118
Added Vol:	0	196	40	9	143	0	0	0	0	51	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	849	195	290	854	120	54	38	49	130	33	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	849	195	290	854	120	54	38	49	130	33	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	849	195	290	854	120	54	38	49	130	33	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	849	195	290	854	120	54	38	49	130	33	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	0.38	0.27	0.35	0.80	0.20	1.00
Final Sat.:	1700	3400	1700	1700	2980	420	653	456	591	1358	342	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.11	0.17	0.29	0.29	0.03	0.08	0.08	0.08	0.10	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

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

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	90	113	490	265	202	154	132	978	146	734	1100	136
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	92	115	500	270	206	157	135	998	149	749	1122	139
Added Vol:	0	24	183	0	28	13	13	133	0	123	258	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	139	683	270	234	170	148	1131	149	872	1380	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	139	683	270	234	170	148	1131	149	872	1380	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	139	683	270	234	170	148	1131	149	872	1380	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	139	683	270	234	170	148	1131	149	872	1380	165
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.65	0.35	2.00	2.68	0.32
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4506	594	3400	4556	544
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.20	0.08	0.14	0.10	0.09	0.25	0.25	0.26	0.30	0.30
OvlAdjV/S:			0.00									
Crit Moves:	****			****			****			****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	104	191	181	237	341	93	123	766	90	245	941	339
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	106	195	185	242	348	95	125	781	92	250	960	346
Added Vol:	0	20	43	72	25	0	0	0	0	16	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	215	228	314	373	95	125	781	92	266	960	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	215	228	314	373	95	125	781	92	266	960	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	215	228	314	373	95	125	781	92	266	960	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	215	228	314	373	95	125	781	92	266	960	409
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	2710	690	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.18	0.14	0.14	0.07	0.23	0.05	0.16	0.28	0.24
Crit Moves:		****		****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

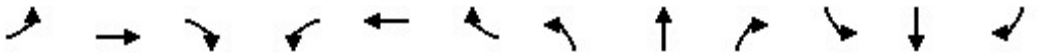
Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	104	191	181	237	341	93	123	766	90	245	941	339
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	106	195	185	242	348	95	125	781	92	250	960	346
Added Vol:	0	20	43	72	25	0	0	0	0	16	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	215	228	314	373	95	125	781	92	266	960	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	215	228	314	373	95	125	781	92	266	960	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	215	228	314	373	95	125	781	92	266	960	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	215	228	314	373	95	125	781	92	266	960	409
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	2710	690	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.18	0.14	0.14	0.07	0.15	0.05	0.16	0.28	0.24
Crit Moves:		****			****			****			****	

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	799	280	462	57	678	792	214	594	444	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	815	286	471	58	692	808	218	606	453	0	0	0
Added Vol:	42	0	24	0	0	0	0	13	61	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	857	286	495	58	692	808	218	619	514	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	857	286	495	58	692	808	218	619	514	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	857	286	495	58	692	808	218	619	514	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	857	286	495	58	692	808	218	619	514	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.50	0.50	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2550	850	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.29	0.03	0.20	0.24	0.13	0.18	0.30	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****					****			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	619	514	0	0	0	857	286	495	58	692	808
Future Volume (veh/h)	218	619	514	0	0	0	857	286	495	58	692	808
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	652	0				602	722	521	61	728	851
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	383	765					688	722	612	406	810	1236
Arrive On Green	0.22	0.22	0.00				0.39	0.39	0.39	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	229	652	0				602	722	521	61	728	851
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.1	13.9	0.0				24.8	30.5	23.7	2.2	15.7	18.0
Cycle Q Clear(g_c), s	9.1	13.9	0.0				24.8	30.5	23.7	2.2	15.7	18.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	765					688	722	612	406	810	1236
V/C Ratio(X)	0.60	0.85					0.88	1.00	0.85	0.15	0.90	0.69
Avail Cap(c_a), veh/h	406	810					688	722	612	406	810	1236
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	29.8	0.0				22.5	24.2	22.2	24.4	29.6	17.3
Incr Delay (d2), s/veh	2.2	8.4	0.0				14.6	33.4	13.9	0.2	13.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.6	0.0				12.4	19.1	10.6	0.9	7.9	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	38.2	0.0				37.1	57.7	36.1	24.6	42.6	18.9
LnGrp LOS	C	D					D	E	D	C	D	B
Approach Vol, veh/h		881						1845			1640	
Approach Delay, s/veh		36.1						44.9			29.6	
Approach LOS		D						D			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	35.0	21.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.5	18.0	18.0
Max Q Clear Time (g_c+I1), s	32.5	15.9	20.0
Green Ext Time (p_c), s	0.0	1.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	187	0	812	0	661	1092	0	177	111
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	191	0	828	0	674	1114	0	181	113
Added Vol:	0	0	0	0	0	217	0	141	177	0	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	191	0	1045	0	815	1291	0	398	113
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	191	0	0	0	815	0	0	398	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	191	0	0	0	815	0	0	398	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	191	0	0	0	815	0	0	398	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.24	0.00	0.00	0.23	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	0	0	815	398	113
Future Volume (veh/h)	191	0	0	815	398	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	201	0	0	858	419	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	858	419	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.4	1.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.4	1.3	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.30	0.28	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.6	0.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.9	1.0	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			858	419	
Approach Delay, s/veh	0.0			0.9	1.0	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.4		0.0		3.3
Green Ext Time (p_c), s		5.3		0.0		2.2

Intersection Summary		
HCM 6th Ctrl Delay		0.9
HCM 6th LOS		A

Notes

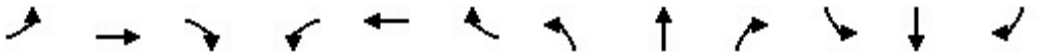
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	15	19	117	8	0	39	37	305	479	0	227	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	15	19	119	8	0	40	38	311	489	0	232	7
Added Vol:	217	0	0	0	0	0	0	0	141	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	19	119	8	0	40	38	311	630	0	232	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	232	19	119	8	0	40	38	311	0	0	232	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	19	119	8	0	40	38	311	0	0	232	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	232	19	119	8	0	40	38	311	0	0	232	7
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.08	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.91	0.09
Final Sat.:	1569	131	1700	1700	0	1700	1700	3400	1700	0	4947	153
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.07	0.00	0.00	0.02	0.02	0.09	0.00	0.00	0.05	0.05
Crit Moves:	****					****		****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	311	614	0	232	7	232	19	119	8	0	40
Future Volume (vph)	38	311	614	0	232	7	232	19	119	8	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.96	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5064			1780	1583	1770		1583
Flt Permitted	0.59	1.00	1.00		1.00			0.96	1.00	0.60		1.00
Satd. Flow (perm)	1099	3539	1583		5064			1780	1583	1111		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	40	327	646	0	244	7	244	20	125	8	0	42
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	62	0	0	21
Lane Group Flow (vph)	40	327	646	0	246	0	0	264	63	8	0	21
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	9.0	9.0	36.1		9.0			18.1	18.1	18.1		18.1
Effective Green, g (s)	9.0	9.0	36.1		9.0			18.1	18.1	18.1		18.1
Actuated g/C Ratio	0.25	0.25	1.00		0.25			0.50	0.50	0.50		0.50
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	273	882	1583		1262			892	793	557		793
v/s Ratio Prot		0.09			0.05							
v/s Ratio Perm	0.04		c0.41					0.15	0.04	0.01		0.01
v/c Ratio	0.15	0.37	0.41		0.19			0.30	0.08	0.01		0.03
Uniform Delay, d1	10.6	11.2	0.0		10.7			5.3	4.7	4.5		4.5
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.3	0.8		0.1			0.8	0.2	0.0		0.1
Delay (s)	10.8	11.5	0.8		10.8			6.1	4.9	4.6		4.6
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		4.6			10.8			5.7			4.6	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	36.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX D

EXISTING PLUS PROJECT LOS WORKSHEETS

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	27	165	305	17	78
Future Vol, veh/h	184	27	165	305	17	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	194	28	174	321	18	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	222	0	877	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	669	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1347	-	319	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	509	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1347	-	278	832
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	443	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	613	-	-	1347	-
HCM Lane V/C Ratio	0.163	-	-	0.129	-
HCM Control Delay (s)	12	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.4	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.271
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	20	0	0	0	0	245	18	74	413	0
Added Vol:	0	0	-5	0	0	0	0	30	0	-4	39	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	11	0	15	0	0	0	0	277	18	70	452	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	15	0	0	0	0	277	18	70	452	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	15	0	0	0	0	277	18	70	452	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	15	0	0	0	0	277	18	70	452	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.94	0.06	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1596	104	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.17	0.04	0.13	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	46	102	20	241	260	83	49	535	31	32	817	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	102	20	241	260	83	49	535	31	32	817	146
Added Vol:	4	1	0	0	2	0	0	0	5	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	103	20	241	262	83	49	535	36	36	817	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	103	20	241	262	83	49	535	36	36	817	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	103	20	241	262	83	49	535	36	36	817	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	103	20	241	262	83	49	535	36	36	817	146
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	2.00	1.00	1.00	1.00	1.87	0.13	1.00	1.70	0.30
Final Sat.:	1700	2847	553	3400	1700	1700	1700	3186	214	1700	2885	515
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.07	0.15	0.05	0.03	0.17	0.17	0.02	0.28	0.28
Crit Moves:	****				****		****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.265
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	40	115	23	50	212	32	18	61	95	34	90	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	115	23	50	212	32	18	61	95	34	90	12
Added Vol:	4	5	0	0	10	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	120	23	50	222	32	18	61	100	34	90	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	120	23	50	222	32	18	61	100	34	90	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	120	23	50	222	32	18	61	100	34	90	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	120	23	50	222	32	18	61	100	34	90	12
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	1.75	0.25	1.00	0.38	0.62	1.00	1.00	1.00
Final Sat.:	1700	2853	547	1700	2972	428	1700	644	1056	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.03	0.07	0.07	0.01	0.09	0.09	0.02	0.05	0.01
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

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

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	39	31	62	95	98	119	74	187	15	158	383	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	31	62	95	98	119	74	187	15	158	383	95
Added Vol:	0	0	0	0	0	15	9	16	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	31	62	95	98	134	83	203	15	158	402	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	31	62	95	98	134	83	203	15	158	402	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	31	62	95	98	134	83	203	15	158	402	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	31	62	95	98	134	83	203	15	158	402	95
OvlAdjVol:			0			51						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.62	0.38
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3166	234	1700	2750	650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.06	0.06	0.08	0.05	0.06	0.06	0.09	0.15	0.15
OvlAdjV/S:			0.00			0.03						
Crit Moves:	****			****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.252
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	27	0	59	0	0	0	0	274	53	64	615	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	59	0	0	0	0	274	53	64	615	0
Added Vol:	0	0	0	0	0	0	0	16	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	59	0	0	0	0	290	53	64	634	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	0	59	0	0	0	0	290	53	64	634	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	59	0	0	0	0	290	53	64	634	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	0	59	0	0	0	0	290	53	64	634	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.03	0.04	0.19	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	297	28	169	646	46	29	5	11	18	1	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	297	28	169	646	46	29	5	11	18	1	48
Added Vol:	0	14	3	0	16	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	311	31	169	662	46	29	5	11	22	1	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	311	31	169	662	46	29	5	11	22	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	311	31	169	662	46	29	5	11	22	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	311	31	169	662	46	29	5	11	22	1	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	0.65	0.11	0.24	0.96	0.04	1.00
Final Sat.:	1700	3400	1700	1700	3179	221	1096	189	416	1626	74	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.02	0.10	0.21	0.21	0.02	0.03	0.03	0.01	0.01	0.00
Crit Moves:	****			****			****			****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

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

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	33	87	223	259	133	110	77	821	100	645	1176	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	87	223	259	133	110	77	821	100	645	1176	190
Added Vol:	0	3	11	0	2	0	0	0	0	14	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	90	234	259	135	110	77	821	100	659	1180	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	90	234	259	135	110	77	821	100	659	1180	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	90	234	259	135	110	77	821	100	659	1180	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	90	234	259	135	110	77	821	100	659	1180	190
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.67	0.33	2.00	2.58	0.42
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4546	554	3400	4393	707
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.07	0.08	0.08	0.06	0.05	0.18	0.18	0.19	0.27	0.27
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

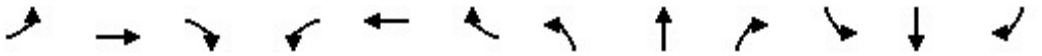
Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	161	116	270	324	216	153	885	115	95	498	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	161	116	270	324	216	153	885	115	95	498	196
Added Vol:	0	1	2	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	162	118	270	326	216	153	885	115	95	498	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	162	118	270	326	216	153	885	115	95	498	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	162	118	270	326	216	153	885	115	95	498	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	162	118	270	326	216	153	885	115	95	498	196
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.16	0.84	1.00	1.20	0.80	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1967	1433	1700	2045	1355	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.16	0.16	0.16	0.09	0.26	0.07	0.06	0.15	0.12
Crit Moves:		****		****				****		****		

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	1	0 2	0 2	1	0 2	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	243	251	228	50	293	580	216	830	252	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	251	228	50	293	580	216	830	252	0	0	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	251	228	50	293	580	216	832	252	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	251	228	50	293	580	216	832	252	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	251	228	50	293	580	216	832	252	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	251	228	50	293	580	216	832	252	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.13	0.03	0.09	0.17	0.13	0.24	0.15	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	832	252	0	0	0	243	251	228	50	293	580
Future Volume (veh/h)	216	832	252	0	0	0	243	251	228	50	293	580
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	876	0				256	264	240	53	308	611
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	527	1052					499	524	444	380	759	1421
Arrive On Green	0.30	0.30	0.00				0.28	0.28	0.28	0.21	0.21	0.21
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	227	876	0				256	264	240	53	308	611
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	6.6	14.8	0.0				7.8	7.6	8.2	1.5	4.8	8.8
Cycle Q Clear(g_c), s	6.6	14.8	0.0				7.8	7.6	8.2	1.5	4.8	8.8
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	527	1052					499	524	444	380	759	1421
V/C Ratio(X)	0.43	0.83					0.51	0.50	0.54	0.14	0.41	0.43
Avail Cap(c_a), veh/h	569	1135					499	524	444	499	996	1608
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	21.1	0.0				19.4	19.4	19.6	20.5	21.7	9.9
Incr Delay (d2), s/veh	0.6	5.1	0.0				3.7	3.4	4.7	0.2	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.4	0.0				3.5	3.6	3.4	0.6	1.9	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	26.3	0.0				23.1	22.8	24.2	20.6	22.1	10.1
LnGrp LOS	B	C					C	C	C	C	C	B
Approach Vol, veh/h		1103						760			972	
Approach Delay, s/veh		24.7						23.4			14.5	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.5		23.5		18.2						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		18.0		20.5		18.0						
Max Q Clear Time (g_c+I1), s		10.2		16.8		10.8						
Green Ext Time (p_c), s		2.1		2.2		2.9						

Intersection Summary		
HCM 6th Ctrl Delay		20.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.225
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	180	0	954	0	409	964	0	163	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	0	954	0	409	964	0	163	133
Added Vol:	0	0	0	0	0	9	0	5	6	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	963	0	414	970	0	172	133
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	180	0	0	0	414	0	0	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	0	0	414	0	0	172	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	180	0	0	0	414	0	0	172	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.12	0.00	0.00	0.10	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	180	0	0	414	172	133
Future Volume (veh/h)	180	0	0	414	172	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	189	0	0	436	181	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	436	181	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.5	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.12	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.5	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.6	0.7	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			436	181	
Approach Delay, s/veh	0.0			0.6	0.7	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.6		0.0		2.5
Green Ext Time (p_c), s		2.5		0.0		0.8

Intersection Summary	
HCM 6th Ctrl Delay	0.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.160
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	10	5	65	2	0	35	23	240	323	0	255	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	65	2	0	35	23	240	323	0	255	6
Added Vol:	9	0	0	0	0	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	5	65	2	0	35	23	240	328	0	255	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	19	5	65	2	0	35	23	240	0	0	255	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	5	65	2	0	35	23	240	0	0	255	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	19	5	65	2	0	35	23	240	0	0	255	6
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1346	354	1700	1700	0	1700	1700	3400	1700	0	4983	117
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.04	0.00	0.00	0.02	0.01	0.07	0.00	0.00	0.05	0.05
Crit Moves:			****	****				****		****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	240	328	0	255	6	19	5	65	2	0	35
Future Volume (vph)	23	240	328	0	255	6	19	5	65	2	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.96	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5069			1791	1583	1770		1583
Flt Permitted	0.62	1.00	1.00		1.00			0.96	1.00	0.74		1.00
Satd. Flow (perm)	1146	3539	1583		5069			1791	1583	1380		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	253	345	0	268	6	20	5	68	2	0	37
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	30	0	0	16
Lane Group Flow (vph)	24	253	345	0	269	0	0	25	38	2	0	21
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	6.5	6.5	35.2		6.5			19.7	19.7	19.7		19.7
Effective Green, g (s)	6.5	6.5	35.2		6.5			19.7	19.7	19.7		19.7
Actuated g/C Ratio	0.18	0.18	1.00		0.18			0.56	0.56	0.56		0.56
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	211	653	1583		936			1002	885	772		885
v/s Ratio Prot		c0.07			0.05							
v/s Ratio Perm	0.02		c0.22					0.01	0.02	0.00		0.01
v/c Ratio	0.11	0.39	0.22		0.29			0.02	0.04	0.00		0.02
Uniform Delay, d1	12.0	12.6	0.0		12.4			3.5	3.5	3.4		3.5
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.4	0.3		0.2			0.0	0.1	0.0		0.0
Delay (s)	12.2	13.0	0.3		12.5			3.5	3.6	3.4		3.5
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		5.9			12.5			3.6			3.5	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	35.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	327	41	211	189	16	205
Future Vol, veh/h	327	41	211	189	16	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	344	43	222	199	17	216

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	387	0	1009	366
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1171	-	266	679
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1171	-	215	679
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	424	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	587	-	-	1171	-
HCM Lane V/C Ratio	0.396	-	-	0.19	-
HCM Control Delay (s)	15.1	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.9	-	-	0.7	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1	0 2	0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	37	0	0	0	0	519	20	54	339	0
Added Vol:	0	0	-6	0	0	0	0	43	0	-6	45	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	12	0	31	0	0	0	0	564	20	48	384	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	31	0	0	0	0	564	20	48	384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	31	0	0	0	0	564	20	48	384	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	31	0	0	0	0	564	20	48	384	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.97	0.03	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1642	58	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.34	0.34	0.03	0.11	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	122	263	42	261	258	103	124	772	56	47	766	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	263	42	261	258	103	124	772	56	47	766	222
Added Vol:	5	2	0	0	2	0	0	0	5	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	265	42	261	260	103	124	772	61	51	766	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	265	42	261	260	103	124	772	61	51	766	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	265	42	261	260	103	124	772	61	51	766	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	265	42	261	260	103	124	772	61	51	766	222
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	2.00	1.00	1.00	1.00	1.85	0.15	1.00	1.55	0.45
Final Sat.:	1700	2935	465	3400	1700	1700	1700	3151	249	1700	2636	764
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.08	0.15	0.06	0.07	0.24	0.25	0.03	0.29	0.29
Crit Moves:	****			****			****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	69	236	29	94	210	53	43	142	97	38	152	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	236	29	94	210	53	43	142	97	38	152	38
Added Vol:	5	7	0	0	11	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	243	29	94	221	53	43	142	102	38	152	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	243	29	94	221	53	43	142	102	38	152	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	243	29	94	221	53	43	142	102	38	152	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	243	29	94	221	53	43	142	102	38	152	38
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.61	0.39	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3038	363	1700	2742	658	1700	989	711	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.06	0.08	0.08	0.03	0.14	0.14	0.02	0.09	0.02
Crit Moves:		****		****				****		****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	73	116	159	96	120	157	407	19	151	297	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	73	116	159	96	120	157	407	19	151	297	131
Added Vol:	0	0	0	0	0	17	13	24	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	73	116	159	96	137	170	431	19	151	319	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	73	116	159	96	137	170	431	19	151	319	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	73	116	159	96	137	170	431	19	151	319	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	73	116	159	96	137	170	431	19	151	319	131
OvlAdjVol:			0			0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.42	0.58
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3256	144	1700	2410	990
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.07	0.09	0.06	0.08	0.10	0.13	0.13	0.09	0.13	0.13
OvlAdjV/S:			0.00			0.00						
Crit Moves:	****			****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

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

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	35	0	103	0	0	0	0	635	38	82	538	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	103	0	0	0	0	635	38	82	538	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	103	0	0	0	0	659	38	82	559	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	103	0	0	0	0	659	38	82	559	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	103	0	0	0	0	659	38	82	559	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	103	0	0	0	0	659	38	82	559	0
OvlAdjVol:			21									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.19	0.02	0.05	0.16	0.00
OvlAdjV/S:			0.01									
Crit Moves:	****							****		****		

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	671	71	227	545	70	90	8	35	41	0	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	671	71	227	545	70	90	8	35	41	0	104
Added Vol:	0	20	4	0	18	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	691	75	227	563	70	90	8	35	45	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	691	75	227	563	70	90	8	35	45	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	691	75	227	563	70	90	8	35	45	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	691	75	227	563	70	90	8	35	45	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.68	0.06	0.26	1.00	0.00	1.00
Final Sat.:	1700	3400	1700	1700	3024	376	1150	102	447	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.04	0.13	0.19	0.19	0.05	0.08	0.08	0.03	0.00	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	80	137	513	278	139	118	133	1129	110	606	1336	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	137	513	278	139	118	133	1129	110	606	1336	250
Added Vol:	0	4	16	0	2	0	0	0	0	16	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	141	529	278	141	118	133	1129	110	622	1340	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	141	529	278	141	118	133	1129	110	622	1340	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	141	529	278	141	118	133	1129	110	622	1340	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	141	529	278	141	118	133	1129	110	622	1340	250
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.73	0.27	2.00	2.53	0.47
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4647	453	3400	4298	802
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.16	0.08	0.08	0.07	0.08	0.24	0.24	0.18	0.31	0.31
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

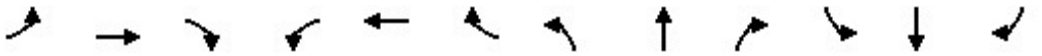
Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	178	279	125	224	341	78	112	794	93	140	799	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	279	125	224	341	78	112	794	93	140	799	415
Added Vol:	0	2	2	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	281	127	224	343	78	112	794	93	140	799	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	281	127	224	343	78	112	794	93	140	799	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	281	127	224	343	78	112	794	93	140	799	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	281	127	224	343	78	112	794	93	140	799	415
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2342	1058	1700	2770	630	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.13	0.12	0.12	0.07	0.23	0.05	0.08	0.24	0.24
Crit Moves:		****		****				****		****		

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	612	306	358	98	552	767	241	603	331	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	612	306	358	98	552	767	241	603	331	0	0	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	612	306	358	98	552	767	241	605	331	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	612	306	358	98	552	767	241	605	331	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	306	358	98	552	767	241	605	331	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	612	306	358	98	552	767	241	605	331	0	0	0
OvlAdjVol:						105						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.33	0.67	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2267	1133	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.21	0.06	0.16	0.23	0.14	0.18	0.19	0.00	0.00	0.00
OvlAdjV/S:						0.03						
Crit Moves:	****			****					****			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	605	331	0	0	0	612	306	358	98	552	767
Future Volume (veh/h)	241	605	331	0	0	0	612	306	358	98	552	767
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	637	0				483	547	377	103	581	807
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	411	820					547	574	487	464	925	1369
Arrive On Green	0.23	0.23	0.00				0.31	0.31	0.31	0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	254	637	0				483	547	377	103	581	807
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.5	11.2	0.0				17.2	19.1	14.4	3.0	9.7	13.8
Cycle Q Clear(g_c), s	8.5	11.2	0.0				17.2	19.1	14.4	3.0	9.7	13.8
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	411	820					547	574	487	464	925	1369
V/C Ratio(X)	0.62	0.78					0.88	0.95	0.77	0.22	0.63	0.59
Avail Cap(c_a), veh/h	480	958					547	574	487	480	958	1395
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	24.1	0.0				22.0	22.7	21.0	19.4	21.8	12.2
Incr Delay (d2), s/veh	1.8	3.5	0.0				18.4	27.5	11.4	0.2	1.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	4.8	0.0				9.4	12.1	6.5	1.2	3.9	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	27.6	0.0				40.4	50.2	32.5	19.6	23.1	12.8
LnGrp LOS	C	C					D	D	C	B	C	B
Approach Vol, veh/h		891						1407			1491	
Approach Delay, s/veh		26.8						42.1			17.3	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	25.0	19.9	21.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	18.0	18.0
Max Q Clear Time (g_c+I1), s	21.1	13.2	15.8
Green Ext Time (p_c), s	0.0	2.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

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

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	260	0	936	0	649	1328	0	139	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	936	0	649	1328	0	139	130
Added Vol:	0	0	0	0	0	10	0	7	9	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	946	0	656	1337	0	149	130
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	260	0	0	0	656	0	0	149	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	0	656	0	0	149	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	260	0	0	0	656	0	0	149	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.19	0.00	0.00	0.09	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	0	0	656	149	130
Future Volume (veh/h)	260	0	0	656	149	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	274	0	0	691	157	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	691	157	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.1	0.4	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.24	0.10	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.6	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.8	0.6	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			691	157	
Approach Delay, s/veh	0.0			0.8	0.6	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.1		0.0		2.4
Green Ext Time (p_c), s		4.2		0.0		0.7

Intersection Summary		
HCM 6th Ctrl Delay		0.7
HCM 6th LOS		A

Notes

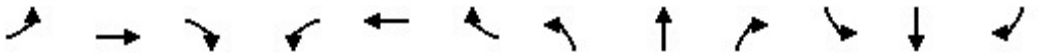
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.240
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	8	34	118	7	0	40	51	396	471	0	238	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	34	118	7	0	40	51	396	471	0	238	6
Added Vol:	10	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	34	118	7	0	40	51	396	478	0	238	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	18	34	118	7	0	40	51	396	0	0	238	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	34	118	7	0	40	51	396	0	0	238	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	18	34	118	7	0	40	51	396	0	0	238	6
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.65	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	588	1112	1700	1700	0	1700	1700	3400	1700	0	4975	125
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.07	0.00	0.00	0.02	0.03	0.12	0.00	0.00	0.05	0.05
Crit Moves:			****	****				****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	396	478	0	238	6	18	34	118	7	0	40
Future Volume (vph)	51	396	478	0	238	6	18	34	118	7	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.98	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5067			1831	1583	1770		1583
Flt Permitted	0.59	1.00	1.00		1.00			0.98	1.00	0.72		1.00
Satd. Flow (perm)	1092	3539	1583		5067			1831	1583	1343		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	417	503	0	251	6	19	36	124	7	0	42
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	64	0	0	22
Lane Group Flow (vph)	54	417	503	0	253	0	0	55	60	7	0	20
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	10.4	10.4	37.5		10.4			18.1	18.1	18.1		18.1
Effective Green, g (s)	10.4	10.4	37.5		10.4			18.1	18.1	18.1		18.1
Actuated g/C Ratio	0.28	0.28	1.00		0.28			0.48	0.48	0.48		0.48
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	302	981	1583		1405			883	764	648		764
v/s Ratio Prot		0.12			0.05							
v/s Ratio Perm	0.05		c0.32					0.03	0.04	0.01		0.01
v/c Ratio	0.18	0.43	0.32		0.18			0.06	0.08	0.01		0.03
Uniform Delay, d1	10.3	11.1	0.0		10.3			5.2	5.2	5.0		5.1
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.3	0.3	0.5		0.1			0.1	0.2	0.0		0.1
Delay (s)	10.6	11.4	0.5		10.4			5.3	5.4	5.1		5.1
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		5.7			10.4			5.4			5.1	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	37.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	358	84	263	390	21	191
Future Vol, veh/h	358	84	263	390	21	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	377	88	277	411	22	201

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	465	0	1386	421
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	965	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1096	-	158	632
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	370	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1096	-	118	632
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	276	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	441	-	-	1096	-
HCM Lane V/C Ratio	0.506	-	-	0.253	-
HCM Control Delay (s)	21.2	-	-	9.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.8	-	-	1	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	45	0	0	0	0	484	48	53	540	0
Added Vol:	0	0	-6	0	0	0	0	47	0	-7	62	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	39	0	0	0	0	531	48	46	602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	39	0	0	0	0	531	48	46	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	39	0	0	0	0	531	48	46	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	39	0	0	0	0	531	48	46	602	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.92	0.08	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1559	141	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.34	0.34	0.03	0.18	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	113	252	29	286	391	172	118	652	73	62	787	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	252	29	286	391	172	118	652	73	62	787	122
Added Vol:	6	2	0	0	3	0	0	0	8	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	254	29	286	394	172	118	652	81	67	787	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	254	29	286	394	172	118	652	81	67	787	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	254	29	286	394	172	118	652	81	67	787	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	254	29	286	394	172	118	652	81	67	787	122
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	2.00	1.00	1.00	1.00	1.78	0.22	1.00	1.73	0.27
Final Sat.:	1700	3052	348	3400	1700	1700	1700	3024	376	1700	2944	456
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.08	0.23	0.10	0.07	0.22	0.22	0.04	0.27	0.27
Crit Moves:	****				****		****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	97	272	46	96	349	76	42	110	138	58	138	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	272	46	96	349	76	42	110	138	58	138	29
Added Vol:	6	8	0	0	16	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	280	46	96	365	76	42	110	146	58	138	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	280	46	96	365	76	42	110	146	58	138	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	280	46	96	365	76	42	110	146	58	138	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	280	46	96	365	76	42	110	146	58	138	29
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.66	0.34	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1700	2920	480	1700	2814	586	1700	730	970	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.06	0.13	0.13	0.02	0.15	0.15	0.03	0.08	0.02
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	55	123	169	212	115	194	209	360	54	182	399	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	123	169	212	115	194	209	360	54	182	399	117
Added Vol:	0	0	0	0	0	23	14	27	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	123	169	212	115	217	223	387	54	182	429	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	123	169	212	115	217	223	387	54	182	429	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	123	169	212	115	217	223	387	54	182	429	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	123	169	212	115	217	223	387	54	182	429	117
OvlAdjVol:			0			0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.57	0.43
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	2984	416	1700	2671	729
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.10	0.12	0.07	0.13	0.13	0.13	0.13	0.11	0.16	0.16
OvlAdjV/S:			0.00			0.00						
Crit Moves:	****			****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	71	0	168	0	0	0	0	655	96	184	686	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	0	168	0	0	0	0	655	96	184	686	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	0	168	0	0	0	0	682	96	184	716	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	0	168	0	0	0	0	682	96	184	716	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	168	0	0	0	0	682	96	184	716	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	168	0	0	0	0	682	96	184	716	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.00	0.00	0.00	0.00	0.20	0.06	0.11	0.21	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****							****		****		

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	37	640	152	275	697	118	53	37	48	77	32	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	640	152	275	697	118	53	37	48	77	32	116
Added Vol:	0	23	4	0	24	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	663	156	275	721	118	53	37	48	82	32	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	663	156	275	721	118	53	37	48	82	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	663	156	275	721	118	53	37	48	82	32	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	663	156	275	721	118	53	37	48	82	32	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	0.38	0.27	0.35	0.72	0.28	1.00
Final Sat.:	1700	3400	1700	1700	2922	478	653	456	591	1223	477	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.09	0.16	0.25	0.25	0.03	0.08	0.08	0.05	0.07	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	90	113	490	265	202	154	132	978	146	734	1100	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	113	490	265	202	154	132	978	146	734	1100	136
Added Vol:	0	5	18	0	3	0	0	0	0	22	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	118	508	265	205	154	132	978	146	756	1105	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	118	508	265	205	154	132	978	146	756	1105	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	118	508	265	205	154	132	978	146	756	1105	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	118	508	265	205	154	132	978	146	756	1105	136
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.61	0.39	2.00	2.67	0.33
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4438	662	3400	4541	559
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.15	0.08	0.12	0.09	0.08	0.22	0.22	0.22	0.24	0.24
OvlAdjV/S:			0.00									
Crit Moves:	****			****			****			****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

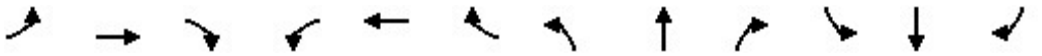
Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	104	191	181	237	341	93	123	766	90	245	941	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	191	181	237	341	93	123	766	90	245	941	339
Added Vol:	0	2	3	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	193	184	237	344	93	123	766	90	245	941	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	193	184	237	344	93	123	766	90	245	941	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	193	184	237	344	93	123	766	90	245	941	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	193	184	237	344	93	123	766	90	245	941	339
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.02	0.98	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1741	1659	1700	2676	724	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.14	0.13	0.13	0.07	0.23	0.05	0.14	0.28	0.20
Crit Moves:		****		****				****		****		

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	D

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	799	280	462	57	678	792	214	594	444	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	799	280	462	57	678	792	214	594	444	0	0	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	799	280	462	57	678	792	214	597	444	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	799	280	462	57	678	792	214	597	444	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	799	280	462	57	678	792	214	597	444	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	799	280	462	57	678	792	214	597	444	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	0.52	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2518	882	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.27	0.03	0.20	0.23	0.13	0.18	0.26	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****					****			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	597	444	0	0	0	799	280	462	57	678	792
Future Volume (veh/h)	214	597	444	0	0	0	799	280	462	57	678	792
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	628	0				568	677	486	60	714	834
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	376	751					680	714	605	419	836	1246
Arrive On Green	0.21	0.21	0.00				0.38	0.38	0.38	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	225	628	0				568	677	486	60	714	834
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.0	13.3	0.0				22.8	27.6	21.5	2.1	15.1	18.5
Cycle Q Clear(g_c), s	9.0	13.3	0.0				22.8	27.6	21.5	2.1	15.1	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	376	751					680	714	605	419	836	1246
V/C Ratio(X)	0.60	0.84					0.84	0.95	0.80	0.14	0.85	0.67
Avail Cap(c_a), veh/h	408	814					680	714	605	419	836	1246
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	29.7	0.0				22.1	23.6	21.7	23.8	28.8	17.2
Incr Delay (d2), s/veh	2.1	7.2	0.0				11.6	23.2	10.8	0.2	8.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	6.2	0.0				11.1	15.9	9.3	0.9	7.2	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	36.9	0.0				33.7	46.8	32.5	23.9	37.3	18.5
LnGrp LOS	C	D					C	D	C	C	D	B
Approach Vol, veh/h		853						1731			1608	
Approach Delay, s/veh		35.1						38.5			27.1	
Approach LOS		D						D			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	34.5	21.1	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.0	18.0	18.5
Max Q Clear Time (g_c+I1), s	29.6	15.3	20.5
Green Ext Time (p_c), s	0.3	1.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	187	0	812	0	661	1092	0	177	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	187	0	812	0	661	1092	0	177	111
Added Vol:	0	0	0	0	0	14	0	8	10	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	826	0	669	1102	0	191	111
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	187	0	0	0	669	0	0	191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	0	0	669	0	0	191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	187	0	0	0	669	0	0	191	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.20	0.00	0.00	0.11	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	0	0	669	191	111
Future Volume (veh/h)	187	0	0	669	191	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	197	0	0	704	201	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	704	201	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.1	0.5	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.25	0.13	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.6	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.8	0.7	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			704	201	
Approach Delay, s/veh	0.0			0.8	0.7	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.1		0.0		2.5
Green Ext Time (p_c), s		4.3		0.0		0.9

Intersection Summary		
HCM 6th Ctrl Delay		0.8
HCM 6th LOS		A

Notes

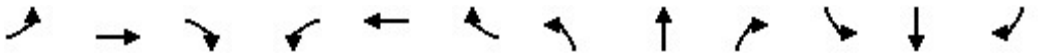
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.213
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	15	19	117	8	0	39	37	305	479	0	227	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	19	117	8	0	39	37	305	479	0	227	7
Added Vol:	14	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	19	117	8	0	39	37	305	487	0	227	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	29	19	117	8	0	39	37	305	0	0	227	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	19	117	8	0	39	37	305	0	0	227	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	29	19	117	8	0	39	37	305	0	0	227	7
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.91	0.09
Final Sat.:	1027	673	1700	1700	0	1700	1700	3400	1700	0	4947	153
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.07	0.00	0.00	0.02	0.02	0.09	0.00	0.00	0.05	0.05
Crit Moves:			****	****				****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	305	487	0	227	7	29	19	117	8	0	39
Future Volume (vph)	37	305	487	0	227	7	29	19	117	8	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.97	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5064			1808	1583	1770		1583
Flt Permitted	0.59	1.00	1.00		1.00			0.97	1.00	0.72		1.00
Satd. Flow (perm)	1104	3539	1583		5064			1808	1583	1348		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	39	321	513	0	239	7	31	20	123	8	0	41
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	61	0	0	20
Lane Group Flow (vph)	39	321	513	0	241	0	0	51	62	8	0	21
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	9.0	9.0	36.1		9.0			18.1	18.1	18.1		18.1
Effective Green, g (s)	9.0	9.0	36.1		9.0			18.1	18.1	18.1		18.1
Actuated g/C Ratio	0.25	0.25	1.00		0.25			0.50	0.50	0.50		0.50
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	275	882	1583		1262			906	793	675		793
v/s Ratio Prot		0.09			0.05							
v/s Ratio Perm	0.04		c0.32					0.03	0.04	0.01		0.01
v/c Ratio	0.14	0.36	0.32		0.19			0.06	0.08	0.01		0.03
Uniform Delay, d1	10.5	11.2	0.0		10.7			4.6	4.7	4.5		4.5
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.3	0.5		0.1			0.1	0.2	0.0		0.1
Delay (s)	10.8	11.4	0.5		10.8			4.7	4.9	4.5		4.6
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		5.0			10.8			4.8			4.6	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	36.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX E

OPENING YEAR (2028) PLUS PROJECT LOS WORKSHEETS

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	28	169	314	17	82
Future Vol, veh/h	192	28	169	314	17	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	29	178	331	18	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	231	0	904	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1337	-	307	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1337	-	266	823
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	605	-	-	1337	-
HCM Lane V/C Ratio	0.172	-	-	0.133	-
HCM Control Delay (s)	12.2	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.5	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	0	20	0	0	0	0	250	18	75	421	0
Added Vol:	2	0	110	0	0	0	0	34	2	123	43	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	13	0	130	0	0	0	0	286	20	198	464	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	130	0	0	0	0	286	20	198	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	130	0	0	0	0	286	20	198	464	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	130	0	0	0	0	286	20	198	464	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1587	113	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.14	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	46	102	20	241	260	83	49	535	31	32	817	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	104	20	246	265	85	50	546	32	33	833	149
Added Vol:	4	11	27	5	13	38	43	57	5	82	64	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	115	47	251	278	123	93	603	37	115	897	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	115	47	251	278	123	93	603	37	115	897	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	115	47	251	278	123	93	603	37	115	897	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	115	47	251	278	123	93	603	37	115	897	158
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	2.00	1.00	1.00	1.00	1.89	0.11	1.00	1.70	0.30
Final Sat.:	1700	2408	992	3400	1700	1700	1700	3205	195	1700	2891	509
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.07	0.16	0.07	0.05	0.19	0.19	0.07	0.31	0.31
Crit Moves:	****			****			****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	40	115	23	50	212	32	18	61	95	34	90	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	41	117	23	51	216	33	18	62	97	35	92	12
Added Vol:	41	41	0	0	100	0	0	0	50	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	158	23	51	316	33	18	62	147	35	92	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	158	23	51	316	33	18	62	147	35	92	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	158	23	51	316	33	18	62	147	35	92	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	158	23	51	316	33	18	62	147	35	92	12
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.81	0.19	1.00	0.30	0.70	1.00	1.00	1.00
Final Sat.:	1700	2961	439	1700	3082	318	1700	506	1194	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.10	0.10	0.01	0.12	0.12	0.02	0.05	0.01
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	39	31	62	95	98	119	74	187	15	158	383	95
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	40	32	63	97	100	121	75	191	15	161	391	97
Added Vol:	2	9	55	0	90	60	73	69	2	1	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	41	118	97	190	181	148	260	17	162	495	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	41	118	97	190	181	148	260	17	162	495	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	41	118	97	190	181	148	260	17	162	495	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	41	118	97	190	181	148	260	17	162	495	97
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.02	0.98	1.00	1.88	0.12	1.00	1.67	0.33
Final Sat.:	1700	1700	1700	1700	1739	1661	1700	3188	212	1700	2843	557
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.07	0.06	0.11	0.11	0.09	0.08	0.08	0.10	0.17	0.17
Crit Moves:			****	****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.282
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	27	0	59	0	0	0	0	274	53	64	615	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	28	0	60	0	0	0	0	279	54	65	627	0
Added Vol:	0	0	0	0	0	0	0	124	0	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	60	0	0	0	0	403	54	65	732	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	60	0	0	0	0	403	54	65	732	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	60	0	0	0	0	403	54	65	732	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	0	60	0	0	0	0	403	54	65	732	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.12	0.03	0.04	0.22	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	297	28	169	646	46	29	5	11	18	1	48
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	303	29	172	659	47	30	5	11	18	1	49
Added Vol:	0	103	21	9	79	0	0	0	0	26	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	406	50	181	738	47	30	5	11	44	1	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	406	50	181	738	47	30	5	11	44	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	406	50	181	738	47	30	5	11	44	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	406	50	181	738	47	30	5	11	44	1	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	0.65	0.11	0.24	0.98	0.02	1.00
Final Sat.:	1700	3400	1700	1700	3197	203	1096	189	416	1662	38	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.03	0.11	0.23	0.23	0.02	0.03	0.03	0.03	0.03	0.00
Crit Moves:	****				****			****			****	

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	33	87	223	259	133	110	77	821	100	645	1176	190
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	34	89	227	264	136	112	79	837	102	658	1200	194
Added Vol:	0	15	93	0	15	9	12	76	0	72	145	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	104	320	264	151	121	91	913	102	730	1345	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	104	320	264	151	121	91	913	102	730	1345	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	104	320	264	151	121	91	913	102	730	1345	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	104	320	264	151	121	91	913	102	730	1345	214
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.70	0.30	2.00	2.59	0.41
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4588	512	3400	4400	700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.09	0.08	0.09	0.07	0.05	0.20	0.20	0.21	0.31	0.31
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	161	116	270	324	216	153	885	115	95	498	196
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	164	118	275	330	220	156	903	117	97	508	200
Added Vol:	0	11	36	32	13	0	0	0	0	12	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	175	154	307	343	220	156	903	117	109	508	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	175	154	307	343	220	156	903	117	109	508	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	175	154	307	343	220	156	903	117	109	508	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	175	154	307	343	220	156	903	117	109	508	260
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.06	0.94	1.00	1.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1808	1592	1700	2071	1329	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.18	0.17	0.17	0.09	0.27	0.07	0.06	0.15	0.15
Crit Moves:		****		****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

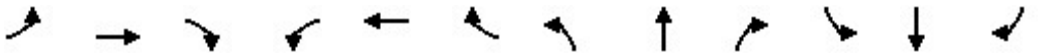
Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	81	161	116	270	324	216	153	885	115	95	498	196
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	164	118	275	330	220	156	903	117	97	508	200
Added Vol:	0	11	36	32	13	0	0	0	0	12	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	175	154	307	343	220	156	903	117	109	508	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	175	154	307	343	220	156	903	117	109	508	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	175	154	307	343	220	156	903	117	109	508	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	175	154	307	343	220	156	903	117	109	508	260
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.06	0.94	1.00	1.22	0.78	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1808	1592	1700	2071	1329	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.18	0.17	0.17	0.09	0.18	0.07	0.06	0.15	0.15
Crit Moves:		****			****			****			****	

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	1	0 2	0 2	1	0 2	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	243	251	228	50	293	580	216	830	252	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	248	256	233	51	299	592	220	847	257	0	0	0
Added Vol:	47	0	25	0	0	0	0	11	20	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	256	258	51	299	592	220	858	277	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	256	258	51	299	592	220	858	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	256	258	51	299	592	220	858	277	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	256	258	51	299	592	220	858	277	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.07	0.93	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1820	1580	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.15	0.03	0.09	0.17	0.13	0.25	0.16	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****			****				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	868	277	0	0	0	295	256	258	51	299	592
Future Volume (veh/h)	220	868	277	0	0	0	295	256	258	51	299	592
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	914	0				290	298	272	54	315	623
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	535	1067					494	519	440	382	762	1436
Arrive On Green	0.30	0.30	0.00				0.28	0.28	0.28	0.21	0.21	0.21
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	232	914	0				290	298	272	54	315	623
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	6.8	15.7	0.0				9.1	8.9	9.7	1.6	5.0	9.1
Cycle Q Clear(g_c), s	6.8	15.7	0.0				9.1	8.9	9.7	1.6	5.0	9.1
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	535	1067					494	519	440	382	762	1436
V/C Ratio(X)	0.43	0.86					0.59	0.57	0.62	0.14	0.41	0.43
Avail Cap(c_a), veh/h	563	1122					494	519	440	494	985	1611
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	21.4	0.0				20.3	20.2	20.5	20.7	22.0	9.8
Incr Delay (d2), s/veh	0.6	6.5	0.0				5.0	4.6	6.4	0.2	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	7.0	0.0				4.2	4.3	4.1	0.6	2.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	27.9	0.0				25.3	24.7	26.9	20.8	22.3	10.0
LnGrp LOS	B	C					C	C	C	C	C	B
Approach Vol, veh/h		1146						860			992	
Approach Delay, s/veh		26.1						25.6			14.5	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.5		24.0		18.4						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		18.0		20.5		18.0						
Max Q Clear Time (g_c+I1), s		11.7		17.7		11.1						
Green Ext Time (p_c), s		2.1		1.8		2.9						

Intersection Summary		
HCM 6th Ctrl Delay		22.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

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

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	180	0	954	0	409	964	0	163	133
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	184	0	973	0	417	983	0	166	136
Added Vol:	0	0	0	0	0	111	0	80	116	0	111	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	184	0	1084	0	497	1099	0	277	136
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	184	0	0	0	497	0	0	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	0	0	497	0	0	277	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	184	0	0	0	497	0	0	277	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.15	0.00	0.00	0.16	0.00
Crit Moves:				****			****				****	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	0	0	497	277	136
Future Volume (veh/h)	184	0	0	497	277	136
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	194	0	0	523	292	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	523	292	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.8	0.8	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.18	0.20	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.5	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.7	0.8	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			523	292	
Approach Delay, s/veh	0.0			0.7	0.8	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.8		0.0		2.8
Green Ext Time (p_c), s		3.1		0.0		1.5

Intersection Summary	
HCM 6th Ctrl Delay	0.7
HCM 6th LOS	A

Notes

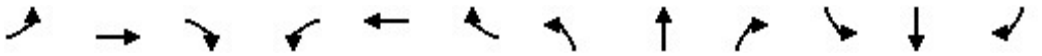
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.214
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	10	5	65	2	0	35	23	240	323	0	255	6
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	5	66	2	0	36	23	245	329	0	260	6
Added Vol:	111	0	0	0	0	0	0	0	80	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	5	66	2	0	36	23	245	409	0	260	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	121	5	66	2	0	36	23	245	0	0	260	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	5	66	2	0	36	23	245	0	0	260	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	121	5	66	2	0	36	23	245	0	0	260	6
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1631	69	1700	1700	0	1700	1700	3400	1700	0	4983	117
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.04	0.00	0.00	0.02	0.01	0.07	0.00	0.00	0.05	0.05
Crit Moves:	****					****		****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	245	409	0	260	6	121	5	66	2	0	36
Future Volume (vph)	23	245	409	0	260	6	121	5	66	2	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.95	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5069			1777	1583	1770		1583
Flt Permitted	0.57	1.00	1.00		1.00			0.95	1.00	0.67		1.00
Satd. Flow (perm)	1067	3539	1583		5069			1777	1583	1253		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	258	431	0	274	6	127	5	69	2	0	38
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	33	0	0	18
Lane Group Flow (vph)	24	258	431	0	275	0	0	132	36	2	0	20
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	8.0	8.0	35.3		8.0			18.3	18.3	18.3		18.3
Effective Green, g (s)	8.0	8.0	35.3		8.0			18.3	18.3	18.3		18.3
Actuated g/C Ratio	0.23	0.23	1.00		0.23			0.52	0.52	0.52		0.52
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	241	802	1583		1148			921	820	649		820
v/s Ratio Prot		0.07			0.05							
v/s Ratio Perm	0.02		c0.27					0.07	0.02	0.00		0.01
v/c Ratio	0.10	0.32	0.27		0.24			0.14	0.04	0.00		0.02
Uniform Delay, d1	10.8	11.4	0.0		11.2			4.4	4.2	4.1		4.1
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.2	0.4		0.1			0.3	0.1	0.0		0.1
Delay (s)	11.0	11.6	0.4		11.3			4.7	4.3	4.1		4.2
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		4.8			11.3			4.6			4.2	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	35.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	339	42	217	197	16	211
Future Vol, veh/h	339	42	217	197	16	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	357	44	228	207	17	222

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	401	0	1042	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	663	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1158	-	254	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1158	-	204	668
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	411	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	576	-	-	1158	-
HCM Lane V/C Ratio	0.415	-	-	0.197	-
HCM Control Delay (s)	15.6	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2	-	-	0.7	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	0	38	0	0	0	0	529	20	55	346	0
Added Vol:	2	0	129	0	0	0	0	48	3	146	50	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	14	0	167	0	0	0	0	579	23	201	396	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	167	0	0	0	0	579	23	201	396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	167	0	0	0	0	579	23	201	396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	167	0	0	0	0	579	23	201	396	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1634	66	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.12	0.12	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Golden Lantern/PCH

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

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	122	263	42	261	258	103	124	772	56	47	766	222
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	124	268	43	266	263	105	126	787	57	48	781	226
Added Vol:	5	13	31	9	15	66	57	82	5	98	85	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	281	74	275	278	171	183	869	62	146	866	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	281	74	275	278	171	183	869	62	146	866	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	281	74	275	278	171	183	869	62	146	866	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	281	74	275	278	171	183	869	62	146	866	232
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	2.00	1.00	1.00	1.00	1.87	0.13	1.00	1.58	0.42
Final Sat.:	1700	2693	707	3400	1700	1700	1700	3173	227	1700	2681	719
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.08	0.16	0.10	0.11	0.27	0.27	0.09	0.32	0.32
Crit Moves:	****			****			****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

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

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	236	29	94	210	53	43	142	97	38	152	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	70	241	30	96	214	54	44	145	99	39	155	39
Added Vol:	49	49	0	0	118	0	0	0	59	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	290	30	96	332	54	44	145	158	39	155	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	290	30	96	332	54	44	145	158	39	155	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	290	30	96	332	54	44	145	158	39	155	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	290	30	96	332	54	44	145	158	39	155	39
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.72	0.28	1.00	0.48	0.52	1.00	1.00	1.00
Final Sat.:	1700	3085	315	1700	2924	476	1700	813	887	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.06	0.11	0.11	0.03	0.18	0.18	0.02	0.09	0.02
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	73	116	159	96	120	157	407	19	151	297	131
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	18	74	118	162	98	122	160	415	19	154	303	134
Added Vol:	2	11	65	0	107	71	88	86	3	2	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	85	183	162	205	193	248	501	22	156	425	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	85	183	162	205	193	248	501	22	156	425	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	85	183	162	205	193	248	501	22	156	425	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	85	183	162	205	193	248	501	22	156	425	134
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.03	0.97	1.00	1.91	0.09	1.00	1.52	0.48
Final Sat.:	1700	1700	1700	1700	1749	1651	1700	3255	145	1700	2587	813
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.11	0.10	0.12	0.12	0.15	0.15	0.15	0.09	0.16	0.16
Crit Moves:			****	****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	35	0	103	0	0	0	0	635	38	82	538	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	0	105	0	0	0	0	648	39	84	549	0
Added Vol:	0	0	0	0	0	0	0	151	0	0	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	105	0	0	0	0	799	39	84	673	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	105	0	0	0	0	799	39	84	673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	105	0	0	0	0	799	39	84	673	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	105	0	0	0	0	799	39	84	673	0
OvlAdjVol:			21									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.02	0.05	0.20	0.00
OvlAdjV/S:			0.01									
Crit Moves:	****							****		****		

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	671	71	227	545	70	90	8	35	41	0	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	19	684	72	232	556	71	92	8	36	42	0	106
Added Vol:	0	126	25	6	93	0	0	0	0	31	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	810	97	238	649	71	92	8	36	73	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	810	97	238	649	71	92	8	36	73	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	810	97	238	649	71	92	8	36	73	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	810	97	238	649	71	92	8	36	73	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	0.68	0.06	0.26	1.00	0.00	1.00
Final Sat.:	1700	3400	1700	1700	3063	337	1150	102	447	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.06	0.14	0.21	0.21	0.05	0.08	0.08	0.04	0.00	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	80	137	513	278	139	118	133	1129	110	606	1336	250
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	140	523	284	142	120	136	1152	112	618	1363	255
Added Vol:	0	17	117	0	18	9	8	114	0	82	179	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	157	640	284	160	129	144	1266	112	700	1542	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	157	640	284	160	129	144	1266	112	700	1542	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	157	640	284	160	129	144	1266	112	700	1542	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	157	640	284	160	129	144	1266	112	700	1542	271
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.76	0.24	2.00	2.55	0.45
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4685	415	3400	4338	762
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.19	0.08	0.09	0.08	0.08	0.27	0.27	0.21	0.36	0.36
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	178	279	125	224	341	78	112	794	93	140	799	415
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	182	285	128	228	348	80	114	810	95	143	815	423
Added Vol:	0	13	29	60	15	0	0	0	0	12	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	298	157	288	363	80	114	810	95	155	815	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	298	157	288	363	80	114	810	95	155	815	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	298	157	288	363	80	114	810	95	155	815	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	298	157	288	363	80	114	810	95	155	815	465
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2228	1172	1700	2789	611	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.17	0.13	0.13	0.07	0.24	0.06	0.09	0.24	0.27
Crit Moves:		****			****			****				****

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

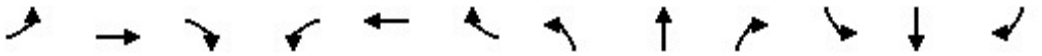
Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	178	279	125	224	341	78	112	794	93	140	799	415
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	182	285	128	228	348	80	114	810	95	143	815	423
Added Vol:	0	13	29	60	15	0	0	0	0	12	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	298	157	288	363	80	114	810	95	155	815	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	298	157	288	363	80	114	810	95	155	815	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	298	157	288	363	80	114	810	95	155	815	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	298	157	288	363	80	114	810	95	155	815	465
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.64	0.36	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2228	1172	1700	2789	611	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.17	0.13	0.13	0.07	0.16	0.06	0.09	0.24	0.27
Crit Moves:		****			****			****				****

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	612	306	358	98	552	767	241	603	331	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	624	312	365	100	563	782	246	615	338	0	0	0
Added Vol:	27	0	15	0	0	0	0	12	54	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	651	312	380	100	563	782	246	627	392	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	651	312	380	100	563	782	246	627	392	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	312	380	100	563	782	246	627	392	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	651	312	380	100	563	782	246	627	392	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.35	0.65	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2298	1102	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.22	0.06	0.17	0.23	0.14	0.18	0.23	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****				****			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	627	392	0	0	0	651	312	380	100	563	782
Future Volume (veh/h)	246	627	392	0	0	0	651	312	380	100	563	782
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	259	660	0				506	578	400	105	593	823
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	400	799					618	649	550	436	870	1310
Arrive On Green	0.22	0.22	0.00				0.35	0.35	0.35	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	259	660	0				506	578	400	105	593	823
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.7	13.0	0.0				19.1	21.5	16.2	3.5	11.1	16.3
Cycle Q Clear(g_c), s	9.7	13.0	0.0				19.1	21.5	16.2	3.5	11.1	16.3
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	799					618	649	550	436	870	1310
V/C Ratio(X)	0.65	0.83					0.82	0.89	0.73	0.24	0.68	0.63
Avail Cap(c_a), veh/h	436	870					618	649	550	436	870	1310
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	27.1	0.0				21.9	22.7	21.0	22.3	25.2	14.7
Incr Delay (d2), s/veh	2.9	6.2	0.0				11.5	16.9	8.2	0.3	2.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	5.9	0.0				9.4	11.8	6.9	1.4	4.7	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	33.3	0.0				33.5	39.6	29.2	22.6	27.3	15.6
LnGrp LOS	C	C					C	D	C	C	C	B
Approach Vol, veh/h		919						1484			1521	
Approach Delay, s/veh		32.0						34.7			20.7	
Approach LOS		C						C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	30.0	21.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	18.0	18.0
Max Q Clear Time (g_c+I1), s	23.5	15.0	18.3
Green Ext Time (p_c), s	1.4	1.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	2	2	0	1	1
Volume Module:												
Base Vol:	0	0	0	260	0	936	0	649	1328	0	139	130
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	265	0	955	0	662	1355	0	142	133
Added Vol:	0	0	0	0	0	155	0	98	125	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	265	0	1110	0	760	1480	0	297	133
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	265	0	0	0	760	0	0	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	265	0	0	0	760	0	0	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	265	0	0	0	760	0	0	297	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.22	0.00	0.00	0.17	0.00
Crit Moves:				****				****		****		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	265	0	0	760	297	133
Future Volume (veh/h)	265	0	0	760	297	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	279	0	0	800	313	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	800	313	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.9	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.28	0.21	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.6	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.8	0.9	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			800	313	
Approach Delay, s/veh	0.0			0.8	0.9	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.3		0.0		2.9
Green Ext Time (p_c), s		4.9		0.0		1.6

Intersection Summary	
HCM 6th Ctrl Delay	0.8
HCM 6th LOS	A

Notes

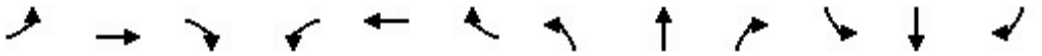
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	8	34	118	7	0	40	51	396	471	0	238	6
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	8	35	120	7	0	41	52	404	480	0	243	6
Added Vol:	155	0	0	0	0	0	0	0	98	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	35	120	7	0	41	52	404	578	0	243	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	163	35	120	7	0	41	52	404	0	0	243	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	35	120	7	0	41	52	404	0	0	243	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	163	35	120	7	0	41	52	404	0	0	243	6
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.18	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.93	0.07
Final Sat.:	1402	298	1700	1700	0	1700	1700	3400	1700	0	4975	125
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.07	0.00	0.00	0.02	0.03	0.12	0.00	0.00	0.05	0.05
Crit Moves:	****					****		****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	404	578	0	243	6	163	35	120	7	0	41
Future Volume (vph)	52	404	578	0	243	6	163	35	120	7	0	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.96	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5068			1789	1583	1770		1583
Flt Permitted	0.58	1.00	1.00		1.00			0.96	1.00	0.63		1.00
Satd. Flow (perm)	1087	3539	1583		5068			1789	1583	1168		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	55	425	608	0	256	6	172	37	126	7	0	43
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	65	0	0	22
Lane Group Flow (vph)	55	425	608	0	258	0	0	209	61	7	0	21
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	10.4	10.4	37.5		10.4			18.1	18.1	18.1		18.1
Effective Green, g (s)	10.4	10.4	37.5		10.4			18.1	18.1	18.1		18.1
Actuated g/C Ratio	0.28	0.28	1.00		0.28			0.48	0.48	0.48		0.48
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	301	981	1583		1405			863	764	563		764
v/s Ratio Prot		0.12			0.05							
v/s Ratio Perm	0.05		c0.38					0.12	0.04	0.01		0.01
v/c Ratio	0.18	0.43	0.38		0.18			0.24	0.08	0.01		0.03
Uniform Delay, d1	10.3	11.1	0.0		10.3			5.7	5.2	5.0		5.1
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.3	0.3	0.7		0.1			0.7	0.2	0.0		0.1
Delay (s)	10.6	11.4	0.7		10.4			6.3	5.4	5.1		5.2
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		5.4			10.4			6.0			5.1	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	37.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	375	86	272	406	21	199
Future Vol, veh/h	375	86	272	406	21	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	395	91	286	427	22	209

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	486	0	1440	441
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	999	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1077	-	146	616
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1077	-	107	616
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	261	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	23.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	424	-	-	1077	-
HCM Lane V/C Ratio	0.546	-	-	0.266	-
HCM Control Delay (s)	23.2	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	3.2	-	-	1.1	-

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	0	46	0	0	0	0	494	49	54	551	0
Added Vol:	4	0	246	0	0	0	0	56	5	278	71	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	292	0	0	0	0	550	54	332	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	292	0	0	0	0	550	54	332	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	292	0	0	0	0	550	54	332	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	292	0	0	0	0	550	54	332	622	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.91	0.09	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1548	152	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.36	0.20	0.18	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Golden Lantern/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Golden Lantern						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	113	252	29	286	391	172	118	652	73	62	787	122
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	115	257	30	292	399	175	120	665	74	63	803	124
Added Vol:	6	22	59	10	28	59	47	78	8	181	86	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	279	89	302	427	234	167	743	82	244	889	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	279	89	302	427	234	167	743	82	244	889	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	279	89	302	427	234	167	743	82	244	889	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	279	89	302	427	234	167	743	82	244	889	133
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.74	0.26
Final Sat.:	1700	2581	819	3400	1700	1700	1700	3060	340	1700	2956	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.09	0.25	0.14	0.10	0.24	0.24	0.14	0.30	0.30
Crit Moves:	****				****		****				****	

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

Intersection #4 Golden Lantern/Del Prado Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Golden Lantern						Del Prado Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	97	272	46	96	349	76	42	110	138	58	138	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	99	277	47	98	356	78	43	112	141	59	141	30
Added Vol:	87	87	0	0	217	0	0	0	109	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	364	47	98	573	78	43	112	250	59	141	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	364	47	98	573	78	43	112	250	59	141	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	364	47	98	573	78	43	112	250	59	141	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	364	47	98	573	78	43	112	250	59	141	30
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.76	0.24	1.00	0.31	0.69	1.00	1.00	1.00
Final Sat.:	1700	3012	388	1700	2995	405	1700	527	1173	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.06	0.19	0.19	0.03	0.21	0.21	0.03	0.08	0.02
Crit Moves:	****			****			****			****		

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

Intersection #5 Golden Lantern/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Golden Lantern						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	55	123	169	212	115	194	209	360	54	182	399	117
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	56	125	172	216	117	198	213	367	55	186	407	119
Added Vol:	4	20	120	0	201	124	154	143	5	3	220	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	145	292	216	318	322	367	510	60	189	627	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	145	292	216	318	322	367	510	60	189	627	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	145	292	216	318	322	367	510	60	189	627	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	145	292	216	318	322	367	510	60	189	627	119
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.68	0.32
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3042	358	1700	2856	544
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.17	0.13	0.19	0.19	0.22	0.17	0.17	0.11	0.22	0.22
Crit Moves:			****	****			****				****	

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

Intersection #6 Puerto Place/Dana Point Harbor Drive

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

Street Name:	Puerto Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	71	0	168	0	0	0	0	655	96	184	686	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	72	0	171	0	0	0	0	668	98	188	700	0
Added Vol:	0	0	0	0	0	0	0	263	0	0	223	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	0	171	0	0	0	0	931	98	188	923	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	0	171	0	0	0	0	931	98	188	923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	171	0	0	0	0	931	98	188	923	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	0	171	0	0	0	0	931	98	188	923	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.00	0.00	0.00	0.00	0.27	0.06	0.11	0.27	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****							****		****		

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

Intersection #7 Dana Point Harbor Drive/Park Lantern

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Dana Point Harbor Drive						Park Landtern					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1	1 0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	37	640	152	275	697	118	53	37	48	77	32	116
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	653	155	281	711	120	54	38	49	79	33	118
Added Vol:	0	218	45	9	167	0	0	0	0	56	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	871	200	290	878	120	54	38	49	135	33	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	871	200	290	878	120	54	38	49	135	33	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	871	200	290	878	120	54	38	49	135	33	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	871	200	290	878	120	54	38	49	135	33	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	0.38	0.27	0.35	0.80	0.20	1.00
Final Sat.:	1700	3400	1700	1700	2990	410	653	456	591	1368	332	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.12	0.17	0.29	0.29	0.03	0.08	0.08	0.08	0.10	0.00
Crit Moves:		****		****				****		****		

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

Intersection #8 Del Obispo Street-Dana Point Harbor Drive/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Del Obispo Street-Dana Point Harb						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	90	113	490	265	202	154	132	978	146	734	1100	136
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	92	115	500	270	206	157	135	998	149	749	1122	139
Added Vol:	0	28	201	0	31	13	13	133	0	145	264	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	143	701	270	237	170	148	1131	149	894	1386	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	143	701	270	237	170	148	1131	149	894	1386	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	143	701	270	237	170	148	1131	149	894	1386	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	143	701	270	237	170	148	1131	149	894	1386	165
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	2.65	0.35	2.00	2.68	0.32
Final Sat.:	1700	1700	3400	3400	1700	1700	1700	4506	594	3400	4558	542
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.21	0.08	0.14	0.10	0.09	0.25	0.25	0.26	0.30	0.30
OvlAdjV/S:			0.00									
Crit Moves:	****			****			****			****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	104	191	181	237	341	93	123	766	90	245	941	339
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	106	195	185	242	348	95	125	781	92	250	960	346
Added Vol:	0	22	46	72	28	0	0	0	0	16	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	217	231	314	376	95	125	781	92	266	960	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	217	231	314	376	95	125	781	92	266	960	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	217	231	314	376	95	125	781	92	266	960	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	217	231	314	376	95	125	781	92	266	960	409
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	2715	685	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.14	0.18	0.14	0.14	0.07	0.23	0.05	0.16	0.28	0.24
Crit Moves:			****	****				****		****		

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

Intersection #9 Del Opisobo Street/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

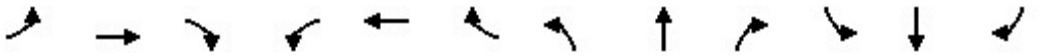
Street Name:	Del Opisbo Street						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	104	191	181	237	341	93	123	766	90	245	941	339
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	106	195	185	242	348	95	125	781	92	250	960	346
Added Vol:	0	22	46	72	28	0	0	0	0	16	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	217	231	314	376	95	125	781	92	266	960	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	217	231	314	376	95	125	781	92	266	960	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	217	231	314	376	95	125	781	92	266	960	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	217	231	314	376	95	125	781	92	266	960	409
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	2715	685	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.14	0.18	0.14	0.14	0.07	0.15	0.05	0.16	0.28	0.24
Crit Moves:			****	****			****				****	

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

Intersection #10 Camino Capistrano/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Camino Capistrano						Stonehill Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	799	280	462	57	678	792	214	594	444	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	815	286	471	58	692	808	218	606	453	0	0	0
Added Vol:	42	0	24	0	0	0	0	15	61	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	857	286	495	58	692	808	218	621	514	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	857	286	495	58	692	808	218	621	514	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	857	286	495	58	692	808	218	621	514	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	857	286	495	58	692	808	218	621	514	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.50	0.50	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2550	850	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.29	0.03	0.20	0.24	0.13	0.18	0.30	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****					****			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	621	514	0	0	0	857	286	495	58	692	808
Future Volume (veh/h)	218	621	514	0	0	0	857	286	495	58	692	808
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	654	0				602	722	521	61	728	851
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	384	766					687	722	612	406	809	1236
Arrive On Green	0.22	0.22	0.00				0.39	0.39	0.39	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	229	654	0				602	722	521	61	728	851
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.1	14.0	0.0				24.8	30.5	23.8	2.2	15.7	18.0
Cycle Q Clear(g_c), s	9.1	14.0	0.0				24.8	30.5	23.8	2.2	15.7	18.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	766					687	722	612	406	809	1236
V/C Ratio(X)	0.60	0.85					0.88	1.00	0.85	0.15	0.90	0.69
Avail Cap(c_a), veh/h	406	809					687	722	612	406	809	1236
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	29.8	0.0				22.5	24.3	22.2	24.4	29.6	17.3
Incr Delay (d2), s/veh	2.2	8.5	0.0				14.6	33.5	14.0	0.2	13.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.6	0.0				12.4	19.2	10.6	0.9	7.9	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	38.3	0.0				37.1	57.8	36.2	24.6	42.6	18.9
LnGrp LOS	C	D					D	F	D	C	D	B
Approach Vol, veh/h		883						1845			1640	
Approach Delay, s/veh		36.2						44.9			29.6	
Approach LOS		D						D			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	35.0	21.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.5	18.0	18.0
Max Q Clear Time (g_c+I1), s	32.5	16.0	20.0
Green Ext Time (p_c), s	0.0	1.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #11 I-5 SB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	I-5 SB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	187	0	812	0	661	1092	0	177	111
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	191	0	828	0	674	1114	0	181	113
Added Vol:	0	0	0	0	0	231	0	148	187	0	231	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	191	0	1059	0	822	1301	0	412	113
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	191	0	0	0	822	0	0	412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	191	0	0	0	822	0	0	412	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	191	0	0	0	822	0	0	412	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	1.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	3400	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.24	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	0	0	822	412	113
Future Volume (veh/h)	191	0	0	822	412	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	201	0	0	865	434	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	0	0	0	2843	1496	
Arrive On Green	0.00	0.00	0.00	0.80	0.80	0.00
Sat Flow, veh/h	0	0	0	3741	1870	1585
Grp Volume(v), veh/h	0	0	0	865	434	0
Grp Sat Flow(s),veh/h/ln	0	0	0	1777	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.4	1.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.4	1.4	0.0
Prop In Lane	0.00	0.00	0.00			1.00
Lane Grp Cap(c), veh/h	0	0	0	2843	1496	
V/C Ratio(X)	0.00	0.00	0.00	0.30	0.29	
Avail Cap(c_a), veh/h	0	0	0	2843	1496	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.6	0.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.9	1.1	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h	0			865	434	
Approach Delay, s/veh	0.0			0.9	1.1	
Approach LOS				A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		0.0		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.4		0.0		3.4
Green Ext Time (p_c), s		5.3		0.0		2.3

Intersection Summary		
HCM 6th Ctrl Delay		0.9
HCM 6th LOS		A

Notes

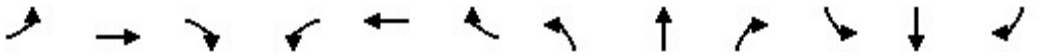
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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

Intersection #12 I-5 NB Ramps/Camino Las Ramblas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.310
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	I-5 NB Ramps						Camino Las Ramblas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0 2	0 1	0	0 2	1 0
Volume Module:												
Base Vol:	15	19	117	8	0	39	37	305	479	0	227	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	15	19	119	8	0	40	38	311	489	0	232	7
Added Vol:	231	0	0	0	0	0	0	0	148	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	19	119	8	0	40	38	311	637	0	232	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	246	19	119	8	0	40	38	311	0	0	232	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	19	119	8	0	40	38	311	0	0	232	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	246	19	119	8	0	40	38	311	0	0	232	7
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.93	0.07	1.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00	2.91	0.09
Final Sat.:	1576	124	1700	1700	0	1700	1700	3400	1700	0	4947	153
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.07	0.00	0.00	0.02	0.02	0.09	0.00	0.00	0.05	0.05
Crit Moves:	****					****		****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	311	637	0	232	7	246	19	119	8	0	40
Future Volume (vph)	38	311	637	0	232	7	246	19	119	8	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0		4.5			4.5	4.5	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00		0.91			1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.96	1.00	0.95		1.00
Satd. Flow (prot)	1770	3539	1583		5064			1780	1583	1770		1583
Flt Permitted	0.59	1.00	1.00		1.00			0.96	1.00	0.59		1.00
Satd. Flow (perm)	1099	3539	1583		5064			1780	1583	1096		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	40	327	671	0	244	7	259	20	125	8	0	42
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	62	0	0	21
Lane Group Flow (vph)	40	327	671	0	246	0	0	279	63	8	0	21
Turn Type	Perm	NA	Free		NA		Perm	NA	Perm	Perm		Perm
Protected Phases		4			8			2				
Permitted Phases	4		Free				2		2	6		6
Actuated Green, G (s)	9.0	9.0	36.1		9.0			18.1	18.1	18.1		18.1
Effective Green, g (s)	9.0	9.0	36.1		9.0			18.1	18.1	18.1		18.1
Actuated g/C Ratio	0.25	0.25	1.00		0.25			0.50	0.50	0.50		0.50
Clearance Time (s)	4.5	4.5			4.5			4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	273	882	1583		1262			892	793	549		793
v/s Ratio Prot		0.09			0.05							
v/s Ratio Perm	0.04		c0.42					0.16	0.04	0.01		0.01
v/c Ratio	0.15	0.37	0.42		0.19			0.31	0.08	0.01		0.03
Uniform Delay, d1	10.6	11.2	0.0		10.7			5.3	4.7	4.5		4.5
Progression Factor	1.00	1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.3	0.8		0.1			0.9	0.2	0.0		0.1
Delay (s)	10.8	11.5	0.8		10.8			6.2	4.9	4.6		4.6
Level of Service	B	B	A		B			A	A	A		A
Approach Delay (s)		4.6			10.8			5.8			4.6	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	36.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX F

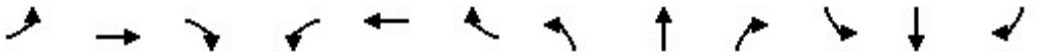
QUEUEING WORKSHEETS

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	20	0	0	0	0	245	18	74	413	0
Added Vol:	2	0	110	0	0	0	0	34	2	123	43	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	13	0	130	0	0	0	0	281	20	197	456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	130	0	0	0	0	281	20	197	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	130	0	0	0	0	281	20	197	456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	130	0	0	0	0	281	20	197	456	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1587	113	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.13	0.00
Crit Moves:			****					****		****		

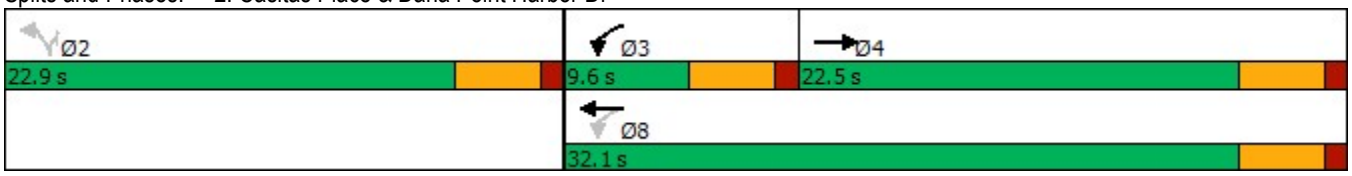


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	277	18	70	452	0	11	0	15	0	0	0
Future Volume (vph)	0	277	18	70	452	0	11	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1848	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.325			0.950					
Satd. Flow (perm)	0	1848	0	605	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6							119			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	292	19	74	476	0	12	0	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	74	476	0	12	0	16	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.5		9.6	32.1		22.9		22.9			
Total Split (%)		40.9%		17.5%	58.4%		41.6%		41.6%			
Maximum Green (s)		18.0		5.1	27.6		18.4		18.4			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		12.6		17.6	17.6		19.0		19.0			
Actuated g/C Ratio		0.27		0.38	0.38		0.41		0.41			
v/c Ratio		0.61		0.20	0.35		0.02		0.02			
Control Delay		20.5		9.1	9.9		11.9		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		20.5		9.1	9.9		11.9		0.1			
LOS		C		A	A		B		A			
Approach Delay		20.5			9.8			5.1				
Approach LOS		C			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 46			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	311	74	476	12	16
v/c Ratio	0.61	0.20	0.35	0.02	0.02
Control Delay	20.5	9.1	9.9	11.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	9.1	9.9	11.9	0.1
Queue Length 50th (ft)	79	12	43	2	0
Queue Length 95th (ft)	142	28	67	11	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	751	365	2197	732	725
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.20	0.22	0.02	0.02

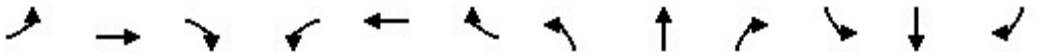
Intersection Summary

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1	0	1 0	2 0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	20	0	0	0	0	245	18	74	413	0
Added Vol:	2	0	110	0	0	0	0	34	2	123	43	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	13	0	130	0	0	0	0	281	20	197	456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	130	0	0	0	0	281	20	197	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	130	0	0	0	0	281	20	197	456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	130	0	0	0	0	281	20	197	456	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1587	113	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.13	0.00
Crit Moves:			****					****		****		

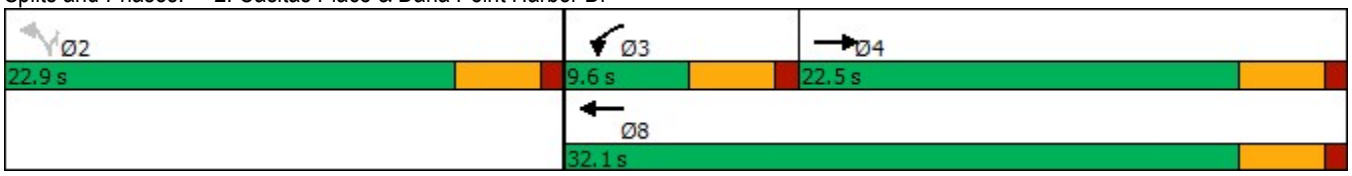


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	277	18	70	452	0	11	0	15	0	0	0
Future Volume (vph)	0	277	18	70	452	0	11	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1848	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1848	0	1770	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6							119			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	292	19	74	476	0	12	0	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	74	476	0	12	0	16	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		Prot	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases							2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.5		9.6	32.1		22.9		22.9			
Total Split (%)		40.9%		17.5%	58.4%		41.6%		41.6%			
Maximum Green (s)		18.0		5.1	27.6		18.4		18.4			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		12.6		5.3	17.6		19.0		19.0			
Actuated g/C Ratio		0.27		0.12	0.38		0.41		0.41			
v/c Ratio		0.61		0.36	0.35		0.02		0.02			
Control Delay		20.5		27.7	9.9		11.9		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		20.5		27.7	9.9		11.9		0.1			
LOS		C		C	A		B		A			
Approach Delay		20.5			12.3			5.1				
Approach LOS		C			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 46			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	311	74	476	12	16
v/c Ratio	0.61	0.36	0.35	0.02	0.02
Control Delay	20.5	27.7	9.9	11.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	27.7	9.9	11.9	0.1
Queue Length 50th (ft)	79	21	43	2	0
Queue Length 95th (ft)	142	#59	67	11	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	751	203	2197	732	725
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.36	0.22	0.02	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	17	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	20	0	0	0	0	245	18	74	413	0
Added Vol:	2	0	110	0	0	0	0	34	2	123	43	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	13	0	130	0	0	0	0	281	20	197	456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	130	0	0	0	0	281	20	197	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	130	0	0	0	0	281	20	197	456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	130	0	0	0	0	281	20	197	456	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1587	113	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.13	0.00
Crit Moves:			****					****		****		

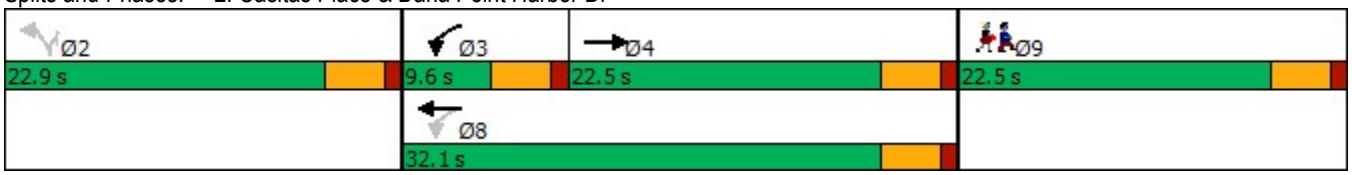
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	277	18	70	452	0	11	0	15	0	0	0
Future Volume (vph)	0	277	18	70	452	0	11	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1848	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.337			0.950					
Satd. Flow (perm)	0	1848	0	628	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4							148			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	292	19	74	476	0	12	0	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	74	476	0	12	0	16	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.5		9.6	32.1		22.9		22.9			
Total Split (%)		29.0%		12.4%	41.4%		29.5%		29.5%			
Maximum Green (s)		18.0		5.1	27.6		18.4		18.4			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		13.5		18.6	18.6		19.0		19.0			
Actuated g/C Ratio		0.29		0.40	0.40		0.41		0.41			
v/c Ratio		0.58		0.20	0.34		0.02		0.02			
Control Delay		19.7		8.9	9.7		11.9		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		19.7		8.9	9.7		11.9		0.1			
LOS		B		A	A		B		A			
Approach Delay		19.7			9.6			5.1				
Approach LOS		B			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 77.5			
Actuated Cycle Length: 46.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr



Lane Group	Ø9
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	29%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	311	74	476	12	16
v/c Ratio	0.58	0.20	0.34	0.02	0.02
Control Delay	19.7	8.9	9.7	11.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	8.9	9.7	11.9	0.1
Queue Length 50th (ft)	79	12	43	2	0
Queue Length 95th (ft)	142	28	67	11	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	734	377	2150	717	729
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.20	0.22	0.02	0.02

Intersection Summary

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

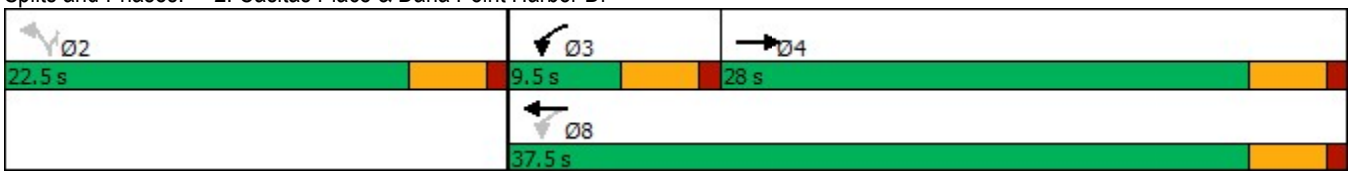
Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	37	0	0	0	0	519	20	54	339	0
Added Vol:	2	0	129	0	0	0	0	48	3	146	50	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	14	0	166	0	0	0	0	569	23	200	389	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	166	0	0	0	0	569	23	200	389	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	166	0	0	0	0	569	23	200	389	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	166	0	0	0	0	569	23	200	389	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1634	66	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.12	0.11	0.00
Crit Moves:			****					****		****		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	564	20	48	384	0	12	0	31	0	0	0
Future Volume (vph)	0	564	20	48	384	0	12	0	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1853	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.158			0.950					
Satd. Flow (perm)	0	1853	0	294	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	594	21	51	404	0	13	0	33	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	615	0	51	404	0	13	0	33	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		28.0		9.5	37.5		22.5		22.5			
Total Split (%)		46.7%		15.8%	62.5%		37.5%		37.5%			
Maximum Green (s)		23.5		5.0	33.0		18.0		18.0			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		20.8		25.9	25.9		18.5		18.5			
Actuated g/C Ratio		0.39		0.48	0.48		0.35		0.35			
v/c Ratio		0.85		0.18	0.24		0.02		0.05			
Control Delay		29.8		7.9	7.8		15.1		0.2			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		29.8		7.9	7.8		15.1		0.2			
LOS		C		A	A		B		A			
Approach Delay		29.8			7.8			4.4				
Approach LOS		C			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	615	51	404	13	33
v/c Ratio	0.85	0.18	0.24	0.02	0.05
Control Delay	29.8	7.9	7.8	15.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	7.9	7.8	15.1	0.2
Queue Length 50th (ft)	194	8	35	3	0
Queue Length 95th (ft)	#371	20	54	14	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	834	283	2234	609	616
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.18	0.18	0.02	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

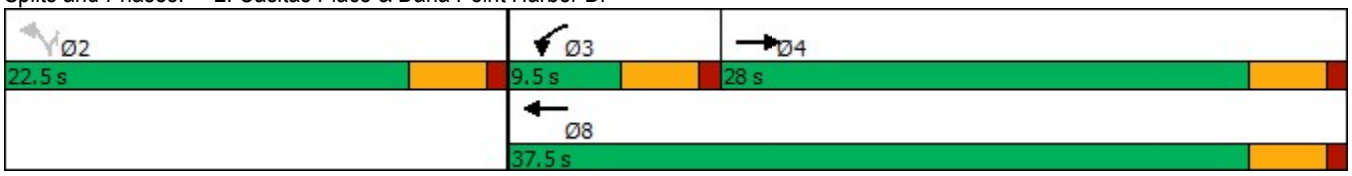
Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	0 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	37	0	0	0	0	519	20	54	339	0
Added Vol:	2	0	129	0	0	0	0	48	3	146	50	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	14	0	166	0	0	0	0	569	23	200	389	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	166	0	0	0	0	569	23	200	389	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	166	0	0	0	0	569	23	200	389	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	166	0	0	0	0	569	23	200	389	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1634	66	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.12	0.11	0.00
Crit Moves:			****					****		****		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	564	20	48	384	0	12	0	31	0	0	0
Future Volume (vph)	0	564	20	48	384	0	12	0	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1853	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1853	0	1770	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	594	21	51	404	0	13	0	33	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	615	0	51	404	0	13	0	33	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		Prot	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases							2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		28.0		9.5	37.5		22.5		22.5			
Total Split (%)		46.7%		15.8%	62.5%		37.5%		37.5%			
Maximum Green (s)		23.5		5.0	33.0		18.0		18.0			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		20.8		5.1	25.9		18.5		18.5			
Actuated g/C Ratio		0.39		0.10	0.48		0.35		0.35			
v/c Ratio		0.85		0.30	0.24		0.02		0.05			
Control Delay		29.8		30.6	7.8		15.1		0.2			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		29.8		30.6	7.8		15.1		0.2			
LOS		C		C	A		B		A			
Approach Delay		29.8			10.4			4.4				
Approach LOS		C			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	615	51	404	13	33
v/c Ratio	0.85	0.30	0.24	0.02	0.05
Control Delay	29.8	30.6	7.8	15.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	30.6	7.8	15.1	0.2
Queue Length 50th (ft)	194	18	35	3	0
Queue Length 95th (ft)	#371	47	54	14	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	834	169	2234	609	616
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.30	0.18	0.02	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	17	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	37	0	0	0	0	519	20	54	339	0
Added Vol:	2	0	129	0	0	0	0	48	3	146	50	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	14	0	166	0	0	0	0	569	23	200	389	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	166	0	0	0	0	569	23	200	389	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	166	0	0	0	0	569	23	200	389	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	166	0	0	0	0	569	23	200	389	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1634	66	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.12	0.11	0.00
Crit Moves:			****					****		****		

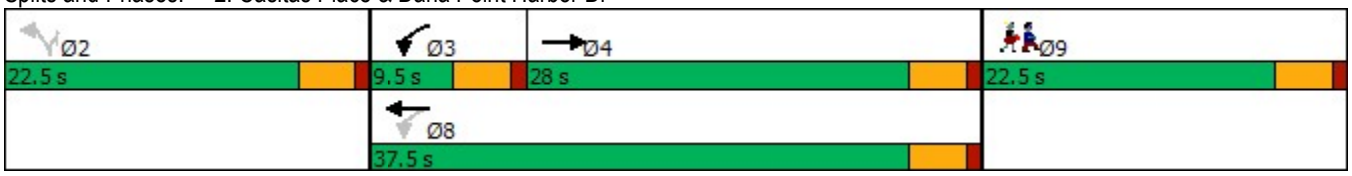
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	564	20	48	384	0	12	0	31	0	0	0
Future Volume (vph)	0	564	20	48	384	0	12	0	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1853	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.158			0.950					
Satd. Flow (perm)	0	1853	0	294	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							139			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	594	21	51	404	0	13	0	33	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	615	0	51	404	0	13	0	33	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		28.0		9.5	37.5		22.5		22.5			
Total Split (%)		33.9%		11.5%	45.5%		27.3%		27.3%			
Maximum Green (s)		23.5		5.0	33.0		18.0		18.0			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		23.7		29.0	29.0		18.1		18.1			
Actuated g/C Ratio		0.42		0.52	0.52		0.32		0.32			
v/c Ratio		0.79		0.18	0.22		0.02		0.05			
Control Delay		25.1		7.9	7.5		15.1		0.2			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		25.1		7.9	7.5		15.1		0.2			
LOS		C		A	A		B		A			
Approach Delay		25.1			7.6			4.4				
Approach LOS		C			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 82.5			
Actuated Cycle Length: 56.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr



Lane Group	Ø9
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	27%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	615	51	404	13	33
v/c Ratio	0.79	0.18	0.22	0.02	0.05
Control Delay	25.1	7.9	7.5	15.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	7.9	7.5	15.1	0.2
Queue Length 50th (ft)	194	8	35	3	0
Queue Length 95th (ft)	#372	20	54	14	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	781	283	2092	571	604
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.18	0.19	0.02	0.05

Intersection Summary

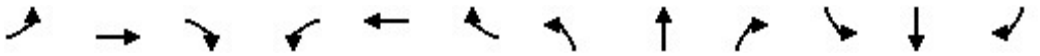
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	45	0	0	0	0	484	48	53	540	0
Added Vol:	4	0	246	0	0	0	0	56	5	278	71	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	291	0	0	0	0	540	53	331	611	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	0	291	0	0	0	0	540	53	331	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	0	291	0	0	0	0	540	53	331	611	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	0	291	0	0	0	0	540	53	331	611	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.91	0.09	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1548	152	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.35	0.35	0.19	0.18	0.00
Crit Moves:			****					****		****		

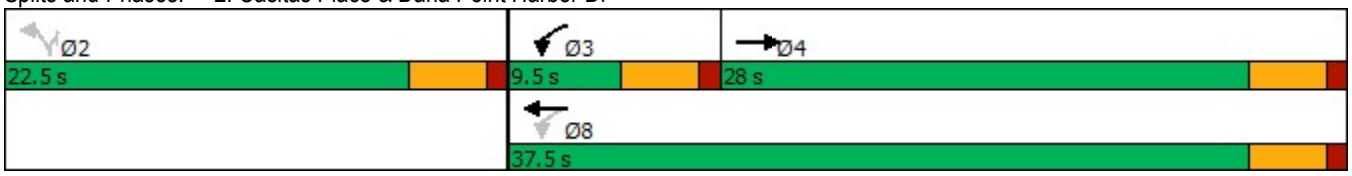


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	531	48	46	602	0	45	0	39	0	0	0
Future Volume (vph)	0	531	48	46	602	0	45	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1842	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.159			0.950					
Satd. Flow (perm)	0	1842	0	296	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	559	51	48	634	0	47	0	41	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	48	634	0	47	0	41	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		28.0		9.5	37.5		22.5		22.5			
Total Split (%)		46.7%		15.8%	62.5%		37.5%		37.5%			
Maximum Green (s)		23.5		5.0	33.0		18.0		18.0			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		20.7		25.8	25.8		18.5		18.5			
Actuated g/C Ratio		0.39		0.48	0.48		0.35		0.35			
v/c Ratio		0.85		0.17	0.37		0.08		0.07			
Control Delay		29.5		7.8	8.8		15.3		0.2			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		29.5		7.8	8.8		15.3		0.2			
LOS		C		A	A		B		A			
Approach Delay		29.5			8.8			8.3				
Approach LOS		C			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	610	48	634	47	41
v/c Ratio	0.85	0.17	0.37	0.08	0.07
Control Delay	29.5	7.8	8.8	15.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	7.8	8.8	15.3	0.2
Queue Length 50th (ft)	190	7	59	12	0
Queue Length 95th (ft)	#366	19	87	33	1
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	835	283	2241	611	618
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.17	0.28	0.08	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

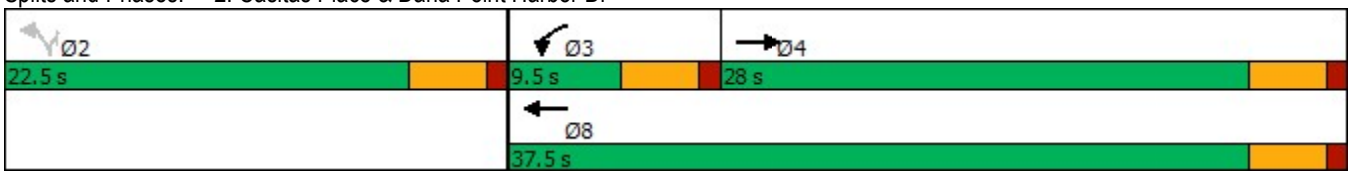
Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	0 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	45	0	0	0	0	484	48	53	540	0
Added Vol:	4	0	246	0	0	0	0	56	5	278	71	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	291	0	0	0	0	540	53	331	611	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	0	291	0	0	0	0	540	53	331	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	0	291	0	0	0	0	540	53	331	611	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	0	291	0	0	0	0	540	53	331	611	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.91	0.09	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1548	152	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.35	0.35	0.19	0.18	0.00
Crit Moves:			****					****		****		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	531	48	46	602	0	45	0	39	0	0	0
Future Volume (vph)	0	531	48	46	602	0	45	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1842	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1842	0	1770	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	559	51	48	634	0	47	0	41	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	48	634	0	47	0	41	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		Prot	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases							2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		28.0		9.5	37.5		22.5		22.5			
Total Split (%)		46.7%		15.8%	62.5%		37.5%		37.5%			
Maximum Green (s)		23.5		5.0	33.0		18.0		18.0			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		20.7		5.1	25.8		18.5		18.5			
Actuated g/C Ratio		0.39		0.10	0.48		0.35		0.35			
v/c Ratio		0.85		0.28	0.37		0.08		0.07			
Control Delay		29.5		30.2	8.8		15.3		0.2			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		29.5		30.2	8.8		15.3		0.2			
LOS		C		C	A		B		A			
Approach Delay		29.5			10.3			8.3				
Approach LOS		C			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	610	48	634	47	41
v/c Ratio	0.85	0.28	0.37	0.08	0.07
Control Delay	29.5	30.2	8.8	15.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	30.2	8.8	15.3	0.2
Queue Length 50th (ft)	190	17	59	12	0
Queue Length 95th (ft)	#366	45	87	33	1
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	835	169	2241	611	618
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.28	0.28	0.08	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	17	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	D

Street Name:	Casitas Place			Dana Point Harbor Drive			
Approach:	North Bound	South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R		L - T - R		L - T - R	
Control:	Protected	Protected		Protected		Prot+Permit	
Rights:	Include	Include		Include		Include	
Min. Green:	0 0 0	0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 0 0 1	0 0 0 0 0		0 0 0 1 0		1 0 2 0 0	
Volume Module:							
Base Vol:	45 0 45	0 0 0		0 484 48		53 540 0	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Initial Bse:	45 0 45	0 0 0		0 484 48		53 540 0	
Added Vol:	4 0 246	0 0 0		0 56 5		278 71 0	
Boater:	0 0 0	0 0 0		0 0 0		0 0 0	
Initial Fut:	49 0 291	0 0 0		0 540 53		331 611 0	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Volume:	49 0 291	0 0 0		0 540 53		331 611 0	
Reduct Vol:	0 0 0	0 0 0		0 0 0		0 0 0	
Reduced Vol:	49 0 291	0 0 0		0 540 53		331 611 0	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
FinalVolume:	49 0 291	0 0 0		0 540 53		331 611 0	
Saturation Flow Module:							
Sat/Lane:	1700 1700 1700	1700 1700 1700		1700 1700 1700		1700 1700 1700	
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Lanes:	1.00 0.00 1.00	0.00 0.00 0.00		0.00 0.91 0.09		1.00 2.00 0.00	
Final Sat.:	1700 0 1700	0 0 0		0 1548 152		1700 3400 0	
Capacity Analysis Module:							
Vol/Sat:	0.03 0.00 0.17	0.00 0.00 0.00		0.00 0.35 0.35		0.19 0.18 0.00	
Crit Moves:	****			****		****	

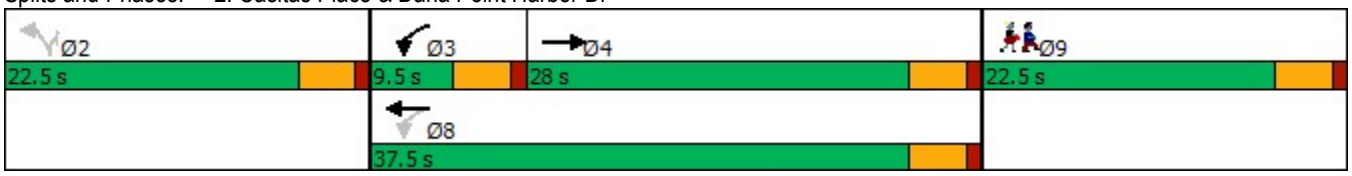
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	531	48	46	602	0	45	0	39	0	0	0
Future Volume (vph)	0	531	48	46	602	0	45	0	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1842	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.163			0.950					
Satd. Flow (perm)	0	1842	0	304	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6							139			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	559	51	48	634	0	47	0	41	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	48	634	0	47	0	41	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		28.0		9.5	37.5		22.5		22.5			
Total Split (%)		33.9%		11.5%	45.5%		27.3%		27.3%			
Maximum Green (s)		23.5		5.0	33.0		18.0		18.0			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		23.7		29.0	29.0		18.1		18.1			
Actuated g/C Ratio		0.42		0.52	0.52		0.32		0.32			
v/c Ratio		0.78		0.17	0.35		0.08		0.07			
Control Delay		24.8		7.7	8.4		15.4		0.2			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		24.8		7.7	8.4		15.4		0.2			
LOS		C		A	A		B		A			
Approach Delay		24.8			8.4			8.3				
Approach LOS		C			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 82.5			
Actuated Cycle Length: 56.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr



Lane Group	Ø9
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	27%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	610	48	634	47	41
v/c Ratio	0.78	0.17	0.35	0.08	0.07
Control Delay	24.8	7.7	8.4	15.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	7.7	8.4	15.4	0.2
Queue Length 50th (ft)	191	7	59	12	0
Queue Length 95th (ft)	#368	19	87	33	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	779	288	2092	571	604
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.78	0.17	0.30	0.08	0.07

Intersection Summary

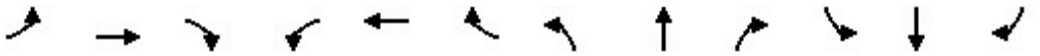
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	0	20	0	0	0	0	250	18	75	421	0
Added Vol:	2	0	110	0	0	0	0	34	2	123	43	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	13	0	130	0	0	0	0	286	20	198	464	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	130	0	0	0	0	286	20	198	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	130	0	0	0	0	286	20	198	464	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	130	0	0	0	0	286	20	198	464	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1587	113	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.14	0.00
Crit Moves:			****					****		****		

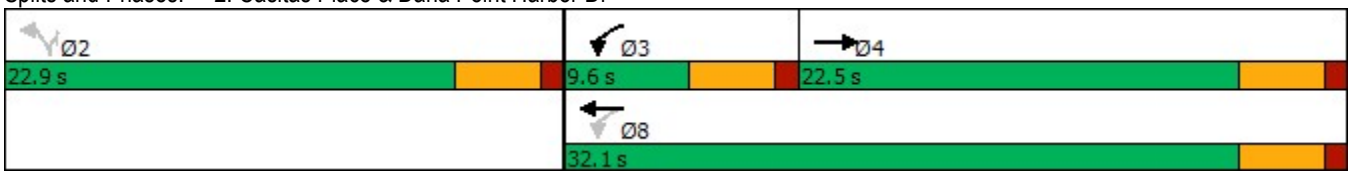


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	282	18	71	460	0	11	0	15	0	0	0
Future Volume (vph)	0	282	18	71	460	0	11	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1848	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.320			0.950					
Satd. Flow (perm)	0	1848	0	596	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6							119			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	297	19	75	484	0	12	0	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	316	0	75	484	0	12	0	16	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.5		9.6	32.1		22.9		22.9			
Total Split (%)		40.9%		17.5%	58.4%		41.6%		41.6%			
Maximum Green (s)		18.0		5.1	27.6		18.4		18.4			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		12.7		17.8	17.8		19.0		19.0			
Actuated g/C Ratio		0.28		0.39	0.39		0.41		0.41			
v/c Ratio		0.62		0.21	0.36		0.02		0.02			
Control Delay		20.6		9.1	10.0		11.9		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		20.6		9.1	10.0		11.9		0.1			
LOS		C		A	A		B		A			
Approach Delay		20.6			9.8			5.1				
Approach LOS		C			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 46.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	316	75	484	12	16
v/c Ratio	0.62	0.21	0.36	0.02	0.02
Control Delay	20.6	9.1	10.0	11.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	9.1	10.0	11.9	0.1
Queue Length 50th (ft)	80	12	44	2	0
Queue Length 95th (ft)	145	28	67	11	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	749	363	2192	731	723
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.21	0.22	0.02	0.02

Intersection Summary

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

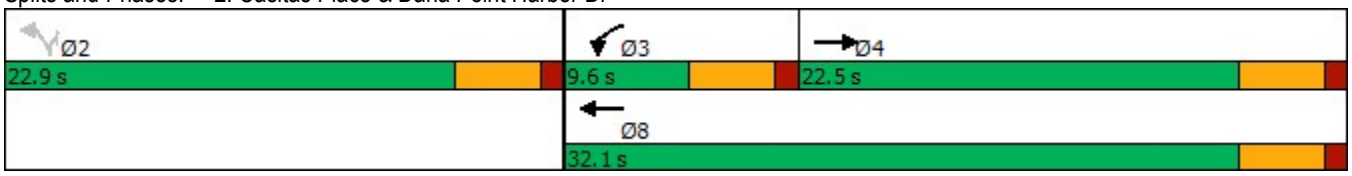
Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	0	20	0	0	0	0	250	18	75	421	0
Added Vol:	2	0	110	0	0	0	0	34	2	123	43	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	13	0	130	0	0	0	0	286	20	198	464	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	130	0	0	0	0	286	20	198	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	130	0	0	0	0	286	20	198	464	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	130	0	0	0	0	286	20	198	464	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1587	113	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.14	0.00
Crit Moves:			****					****		****		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	282	18	71	460	0	11	0	15	0	0	0
Future Volume (vph)	0	282	18	71	460	0	11	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1848	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1848	0	1770	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6							119			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	297	19	75	484	0	12	0	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	316	0	75	484	0	12	0	16	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		Prot	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases							2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.5		9.6	32.1		22.9		22.9			
Total Split (%)		40.9%		17.5%	58.4%		41.6%		41.6%			
Maximum Green (s)		18.0		5.1	27.6		18.4		18.4			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		12.7		5.3	17.8		19.0		19.0			
Actuated g/C Ratio		0.28		0.11	0.39		0.41		0.41			
v/c Ratio		0.62		0.37	0.36		0.02		0.02			
Control Delay		20.6		28.0	10.0		11.9		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		20.6		28.0	10.0		11.9		0.1			
LOS		C		C	A		B		A			
Approach Delay		20.6			12.4			5.1				
Approach LOS		C			B			A				

Intersection Summary	
Area Type:	Other
Cycle Length: 55	
Actuated Cycle Length: 46.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 34.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	316	75	484	12	16
v/c Ratio	0.62	0.37	0.36	0.02	0.02
Control Delay	20.6	28.0	10.0	11.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	28.0	10.0	11.9	0.1
Queue Length 50th (ft)	80	21	44	2	0
Queue Length 95th (ft)	145	#60	67	11	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	749	202	2192	731	723
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.37	0.22	0.02	0.02

Intersection Summary

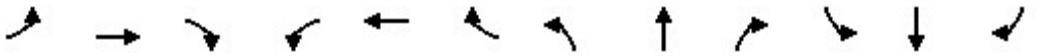
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	17	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	11	0	20	0	0	0	0	245	18	74	413	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	0	20	0	0	0	0	250	18	75	421	0
Added Vol:	2	0	110	0	0	0	0	34	2	123	43	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	13	0	130	0	0	0	0	286	20	198	464	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	130	0	0	0	0	286	20	198	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	130	0	0	0	0	286	20	198	464	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	130	0	0	0	0	286	20	198	464	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1587	113	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.14	0.00
Crit Moves:			****					****		****		



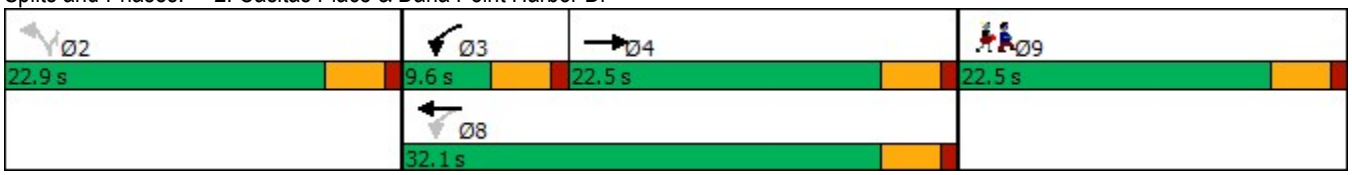
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	282	18	71	460	0	11	0	15	0	0	0
Future Volume (vph)	0	282	18	71	460	0	11	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1848	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.334			0.950					
Satd. Flow (perm)	0	1848	0	622	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4							148			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	297	19	75	484	0	12	0	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	316	0	75	484	0	12	0	16	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.5		9.6	32.1		22.9		22.9			
Total Split (%)		29.0%		12.4%	41.4%		29.5%		29.5%			
Maximum Green (s)		18.0		5.1	27.6		18.4		18.4			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		13.6		18.7	18.7		18.9		18.9			
Actuated g/C Ratio		0.29		0.40	0.40		0.40		0.40			
v/c Ratio		0.59		0.20	0.34		0.02		0.02			
Control Delay		19.8		8.9	9.7		12.0		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		19.8		8.9	9.7		12.0		0.1			
LOS		B		A	A		B		A			
Approach Delay		19.8			9.6			5.2				
Approach LOS		B			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 77.5			
Actuated Cycle Length: 46.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr



Lane Group	Ø9
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	29%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	316	75	484	12	16
v/c Ratio	0.59	0.20	0.34	0.02	0.02
Control Delay	19.8	8.9	9.7	12.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	8.9	9.7	12.0	0.1
Queue Length 50th (ft)	81	12	44	2	0
Queue Length 95th (ft)	145	28	67	11	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	731	376	2141	714	727
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.20	0.23	0.02	0.02

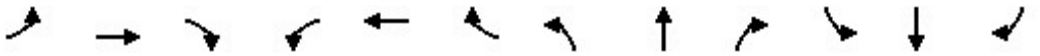
Intersection Summary

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	0	38	0	0	0	0	529	20	55	346	0
Added Vol:	2	0	129	0	0	0	0	48	3	146	50	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	14	0	167	0	0	0	0	579	23	201	396	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	167	0	0	0	0	579	23	201	396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	167	0	0	0	0	579	23	201	396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	167	0	0	0	0	579	23	201	396	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1634	66	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.12	0.12	0.00
Crit Moves:			****					****		****		

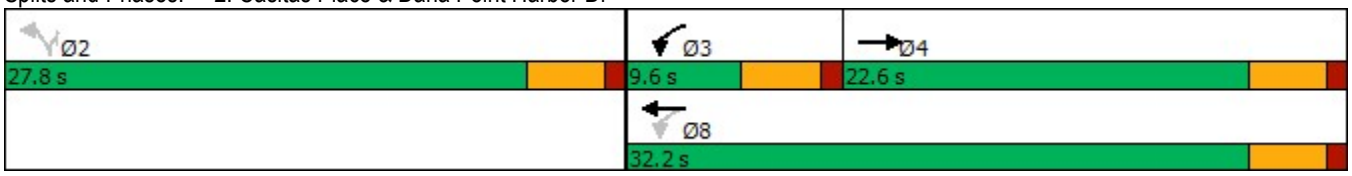


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	574	20	49	391	0	12	0	32	0	0	0
Future Volume (vph)	0	574	20	49	391	0	12	0	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1853	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.176			0.950					
Satd. Flow (perm)	0	1853	0	328	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	604	21	52	412	0	13	0	34	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	625	0	52	412	0	13	0	34	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.6		9.6	32.2		27.8		27.8			
Total Split (%)		37.7%		16.0%	53.7%		46.3%		46.3%			
Maximum Green (s)		18.1		5.1	27.7		23.3		23.3			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		18.2		23.6	23.6		23.5		23.5			
Actuated g/C Ratio		0.32		0.42	0.42		0.42		0.42			
v/c Ratio		1.04		0.19	0.28		0.02		0.05			
Control Delay		71.0		10.9	10.9		11.5		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		71.0		10.9	10.9		11.5		0.1			
LOS		E		B	B		B		A			
Approach Delay		71.0			10.9			3.3				
Approach LOS		E			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 56.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 43.6		Intersection LOS: D	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	625	52	412	13	34
v/c Ratio	1.04	0.19	0.28	0.02	0.05
Control Delay	71.0	10.9	10.9	11.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	10.9	10.9	11.5	0.1
Queue Length 50th (ft)	~269	10	44	3	0
Queue Length 95th (ft)	#450	26	70	12	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	603	269	1758	739	725
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.19	0.23	0.02	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

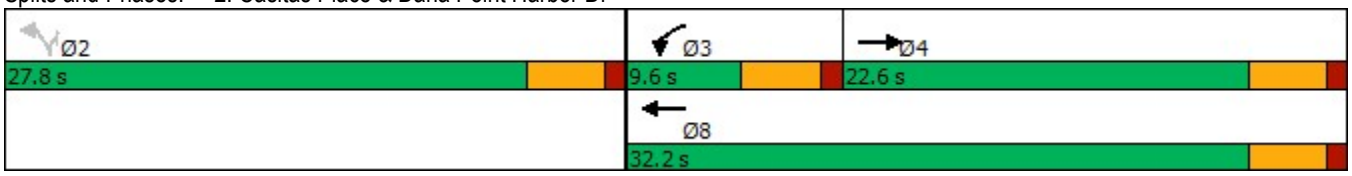
Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	0	38	0	0	0	0	529	20	55	346	0
Added Vol:	2	0	129	0	0	0	0	48	3	146	50	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	14	0	167	0	0	0	0	579	23	201	396	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	167	0	0	0	0	579	23	201	396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	167	0	0	0	0	579	23	201	396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	167	0	0	0	0	579	23	201	396	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1634	66	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.12	0.12	0.00
Crit Moves:			****					****		****		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	574	20	49	391	0	12	0	32	0	0	0
Future Volume (vph)	0	574	20	49	391	0	12	0	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1853	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1853	0	1770	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	604	21	52	412	0	13	0	34	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	625	0	52	412	0	13	0	34	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		Prot	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases							2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.6		9.6	32.2		27.8		27.8			
Total Split (%)		37.7%		16.0%	53.7%		46.3%		46.3%			
Maximum Green (s)		18.1		5.1	27.7		23.3		23.3			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		18.2		5.1	23.6		23.5		23.5			
Actuated g/C Ratio		0.32		0.09	0.42		0.42		0.42			
v/c Ratio		1.04		0.32	0.28		0.02		0.05			
Control Delay		71.0		31.3	10.9		11.5		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		71.0		31.3	10.9		11.5		0.1			
LOS		E		C	B		B		A			
Approach Delay		71.0			13.2			3.3				
Approach LOS		E			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 56.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 44.6		Intersection LOS: D	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	625	52	412	13	34
v/c Ratio	1.04	0.32	0.28	0.02	0.05
Control Delay	71.0	31.3	10.9	11.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	31.3	10.9	11.5	0.1
Queue Length 50th (ft)	~269	18	44	3	0
Queue Length 95th (ft)	#450	48	70	12	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	603	162	1758	739	725
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.32	0.23	0.02	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	17	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	12	0	37	0	0	0	0	519	20	54	339	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	0	38	0	0	0	0	529	20	55	346	0
Added Vol:	2	0	129	0	0	0	0	48	3	146	50	0
Boater:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	14	0	167	0	0	0	0	579	23	201	396	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	167	0	0	0	0	579	23	201	396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	167	0	0	0	0	579	23	201	396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	167	0	0	0	0	579	23	201	396	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1634	66	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.12	0.12	0.00
Crit Moves:			****					****		****		

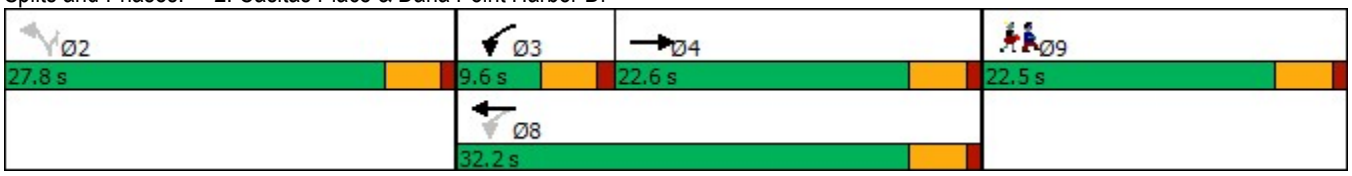
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	574	20	49	391	0	12	0	32	0	0	0
Future Volume (vph)	0	574	20	49	391	0	12	0	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1853	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.176			0.950					
Satd. Flow (perm)	0	1853	0	328	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							139			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	604	21	52	412	0	13	0	34	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	625	0	52	412	0	13	0	34	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.6		9.6	32.2		27.8		27.8			
Total Split (%)		27.4%		11.6%	39.0%		33.7%		33.7%			
Maximum Green (s)		18.1		5.1	27.7		23.3		23.3			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		18.2		23.6	23.6		23.5		23.5			
Actuated g/C Ratio		0.32		0.42	0.42		0.42		0.42			
v/c Ratio		1.04		0.19	0.28		0.02		0.05			
Control Delay		71.5		10.9	10.9		11.5		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		71.5		10.9	10.9		11.5		0.1			
LOS		E		B	B		B		A			
Approach Delay		71.5			10.9			3.3				
Approach LOS		E			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 82.5			
Actuated Cycle Length: 56.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 43.9		Intersection LOS: D	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr



Lane Group	Ø9
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	27%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	625	52	412	13	34
v/c Ratio	1.04	0.19	0.28	0.02	0.05
Control Delay	71.5	10.9	10.9	11.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	10.9	10.9	11.5	0.1
Queue Length 50th (ft)	~270	10	44	3	0
Queue Length 95th (ft)	#451	26	70	12	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	602	269	1758	739	742
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.19	0.23	0.02	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

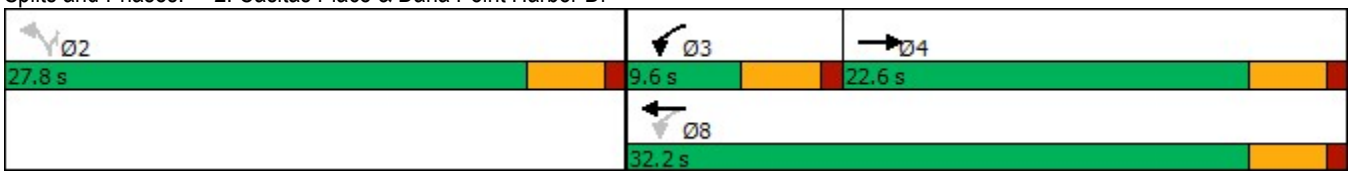
Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	0 1 0	1 0	2	0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	0	46	0	0	0	0	494	49	54	551	0
Added Vol:	4	0	246	0	0	0	0	56	5	278	71	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	292	0	0	0	0	550	54	332	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	292	0	0	0	0	550	54	332	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	292	0	0	0	0	550	54	332	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	292	0	0	0	0	550	54	332	622	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.91	0.09	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1548	152	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.36	0.20	0.18	0.00
Crit Moves:			****					****		****		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	541	49	47	613	0	46	0	40	0	0	0
Future Volume (vph)	0	541	49	47	613	0	46	0	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1842	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.176			0.950					
Satd. Flow (perm)	0	1842	0	328	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	569	52	49	645	0	48	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	621	0	49	645	0	48	0	42	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.6		9.6	32.2		27.8		27.8			
Total Split (%)		37.7%		16.0%	53.7%		46.3%		46.3%			
Maximum Green (s)		18.1		5.1	27.7		23.3		23.3			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		18.2		23.6	23.6		23.5		23.5			
Actuated g/C Ratio		0.32		0.42	0.42		0.42		0.42			
v/c Ratio		1.03		0.18	0.43		0.06		0.06			
Control Delay		69.1		10.7	12.3		11.7		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		69.1		10.7	12.3		11.7		0.1			
LOS		E		B	B		B		A			
Approach Delay		69.1			12.2			6.3				
Approach LOS		E			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 56.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 37.0		Intersection LOS: D	
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	621	49	645	48	42
v/c Ratio	1.03	0.18	0.43	0.06	0.06
Control Delay	69.1	10.7	12.3	11.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	10.7	12.3	11.7	0.1
Queue Length 50th (ft)	~264	9	75	11	0
Queue Length 95th (ft)	#445	24	111	28	1
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	603	269	1758	739	725
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.03	0.18	0.37	0.06	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

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

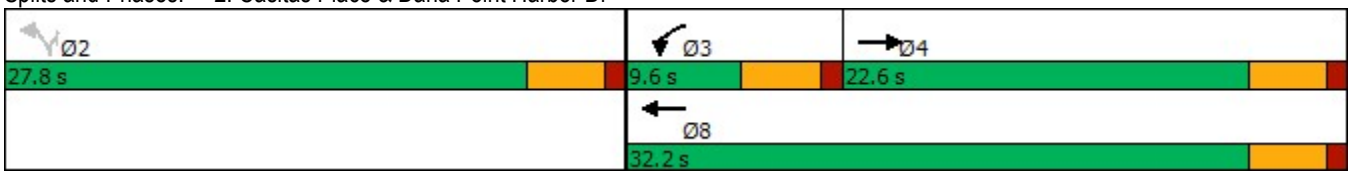
Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	0	46	0	0	0	0	494	49	54	551	0
Added Vol:	4	0	246	0	0	0	0	56	5	278	71	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	292	0	0	0	0	550	54	332	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	292	0	0	0	0	550	54	332	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	292	0	0	0	0	550	54	332	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	292	0	0	0	0	550	54	332	622	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.91	0.09	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1548	152	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.36	0.20	0.18	0.00
Crit Moves:			****					****		****		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	541	49	47	613	0	46	0	40	0	0	0
Future Volume (vph)	0	541	49	47	613	0	46	0	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1842	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1842	0	1770	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	569	52	49	645	0	48	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	621	0	49	645	0	48	0	42	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		Prot	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases							2		2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.6		9.6	32.2		27.8		27.8			
Total Split (%)		37.7%		16.0%	53.7%		46.3%		46.3%			
Maximum Green (s)		18.1		5.1	27.7		23.3		23.3			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		18.2		5.1	23.6		23.5		23.5			
Actuated g/C Ratio		0.32		0.09	0.42		0.42		0.42			
v/c Ratio		1.03		0.30	0.43		0.06		0.06			
Control Delay		69.1		30.8	12.3		11.7		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		69.1		30.8	12.3		11.7		0.1			
LOS		E		C	B		B		A			
Approach Delay		69.1			13.6			6.3				
Approach LOS		E			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 56.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	621	49	645	48	42
v/c Ratio	1.03	0.30	0.43	0.06	0.06
Control Delay	69.1	30.8	12.3	11.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	30.8	12.3	11.7	0.1
Queue Length 50th (ft)	~264	17	75	11	0
Queue Length 95th (ft)	#445	45	111	28	1
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	603	162	1758	739	725
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.03	0.30	0.37	0.06	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

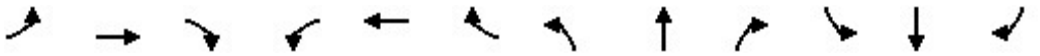
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection #2 Casitas Place/Dana Point Harbor Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	17	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Casitas Place						Dana Point Harbor Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	45	0	45	0	0	0	0	484	48	53	540	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	0	46	0	0	0	0	494	49	54	551	0
Added Vol:	4	0	246	0	0	0	0	56	5	278	71	0
Boater:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	292	0	0	0	0	550	54	332	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	292	0	0	0	0	550	54	332	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	292	0	0	0	0	550	54	332	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	292	0	0	0	0	550	54	332	622	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.91	0.09	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1548	152	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.36	0.20	0.18	0.00
Crit Moves:			****					****		****		



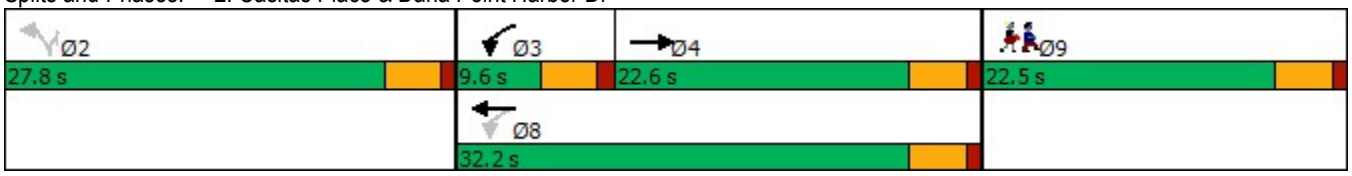
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	541	49	47	613	0	46	0	40	0	0	0
Future Volume (vph)	0	541	49	47	613	0	46	0	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	180		0	0		0	0		0
Storage Lanes	0		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1842	0	1770	3539	0	1770	0	1583	0	0	0
Flt Permitted				0.176			0.950					
Satd. Flow (perm)	0	1842	0	328	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							139			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		850			313			237			171	
Travel Time (s)		19.3			7.1			5.4			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	569	52	49	645	0	48	0	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	621	0	49	645	0	48	0	42	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1		1			
Detector Template		Thru		Left	Thru		Left		Right			
Leading Detector (ft)		100		20	100		20		20			
Trailing Detector (ft)		0		0	0		0		0			
Detector 1 Position(ft)		0		0	0		0		0			
Detector 1 Size(ft)		6		20	6		20		20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0		0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0		0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type		NA		pm+pt	NA		Perm		Perm			
Protected Phases		4		3	8							
Permitted Phases				8			2		2			

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	9
Permitted Phases	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		3	8		2		2			
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0		5.0			
Minimum Split (s)		22.5		9.5	22.5		22.5		22.5			
Total Split (s)		22.6		9.6	32.2		27.8		27.8			
Total Split (%)		27.4%		11.6%	39.0%		33.7%		33.7%			
Maximum Green (s)		18.1		5.1	27.7		23.3		23.3			
Yellow Time (s)		3.5		3.5	3.5		3.5		3.5			
All-Red Time (s)		1.0		1.0	1.0		1.0		1.0			
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0			
Total Lost Time (s)		4.5		4.5	4.5		4.5		4.5			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0		3.0		3.0			
Recall Mode		None		None	None		Max		Max			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		18.2		23.6	23.6		23.5		23.5			
Actuated g/C Ratio		0.32		0.42	0.42		0.42		0.42			
v/c Ratio		1.03		0.18	0.43		0.06		0.06			
Control Delay		70.2		10.7	12.3		11.7		0.1			
Queue Delay		0.0		0.0	0.0		0.0		0.0			
Total Delay		70.2		10.7	12.3		11.7		0.1			
LOS		E		B	B		B		A			
Approach Delay		70.2			12.2			6.3				
Approach LOS		E			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 82.5			
Actuated Cycle Length: 56.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 37.5		Intersection LOS: D	
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Casitas Place & Dana Point Harbor Dr



Lane Group	Ø9
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	27%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	621	49	645	48	42
v/c Ratio	1.03	0.18	0.43	0.06	0.06
Control Delay	70.2	10.7	12.3	11.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	10.7	12.3	11.7	0.1
Queue Length 50th (ft)	~266	9	75	11	0
Queue Length 95th (ft)	#447	24	111	28	0
Internal Link Dist (ft)	770		233		
Turn Bay Length (ft)		180			
Base Capacity (vph)	601	269	1758	739	742
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.03	0.18	0.37	0.06	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.