APPENDIX D

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D-I

EXISTING TRAFFIC CONDITIONS

AM Existing Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	733	933	353	712	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:	0	0	0	0	0	0	0	733	933	353	712	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:	0	0	0	0	0	0	0	733	933	353	712	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:	0	0	0	0	0	0	0	733	933	353	712	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	733	933	353	712	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:	0	0	0	0	0	0	0	733	933	353	712	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.32	1.68	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2212	2688	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.35	0.11	0.14	0.00
Crit Moves:									****	****		

AM Existing Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	3	0	4	60	29	320	219	557	19	19	757	124
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:	3	0	4	60	29	320	219	557	19	19	757	124
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:	3	0	4	60	29	320	219	557	19	19	757	124
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:	3	0	4	60	29	320	219	557	19	19	757	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	4	60	29	320	219	557	19	19	757	124
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:	3	0	4	60	29	320	219	557	19	19	757	124
OvlAdjVol:						101						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.00	1.00	0.67	0.33	1.00	1.00	2.90	0.10	1.00	2.58	0.42
Final Sat.:	1600	0	1600	1079	521	1600	1600	4842	158	1600	4324	676
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.20	0.14	0.12	0.12	0.01	0.18	0.18
OvlAdjV/S:						0.06						
Crit Moves:		****				****	****				****	

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	30	24	27	22	20	31	59	511	17	64	825	67
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:	30	24	27	22	20	31	59	511	17	64	825	67
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:	30	24	27	22	20	31	59	511	17	64	825	67
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:	30	24	27	22	20	31	59	511	17	64	825	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	24	27	22	20	31	59	511	17	64	825	67
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:	30	24	27	22	20	31	59	511	17	64	825	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.47	0.53	1.00	0.39	0.61	1.00	2.90	0.10	1.00	2.77	0.23
Final Sat.:	1600	753	847	1600	627	973	1600	4845	155	1600	4639	361
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.03	0.03	0.04	0.11	0.11	0.04	0.18	0.19
Crit Moves:	****				****		****					****

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

Intersection #4 Tustin Avenue at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	559	0	531	164	408	0	0	757	341
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	559	0	531	164	408	0	0	757	341
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	559	0	531	164	408	0	0	757	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	559	0	531	164	408	0	0	757	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	559	0	531	164	408	0	0	757	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	559	0	531	164	408	0	0	757	341
OvlAdjVol:						367						62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.05	0.12	0.00	0.00	0.22	0.20
OvlAdjV/S:						0.11						0.04
Crit Moves:				****			****				****	

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	82	351	0	0	454	156	9	0	8	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:	82	351	0	0	454	156	9	0	8	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:	82	351	0	0	454	156	9	0	8	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:	82	351	0	0	454	156	9	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	351	0	0	454	156	9	0	8	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:	82	351	0	0	454	156	9	0	8	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2482	818	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.00	0.18	0.19	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****					****	****					

AM Existing Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.277
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	23	339	1	0	584	102	6	0	9	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:	23	339	1	0	584	102	6	0	9	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:	23	339	1	0	584	102	6	0	9	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:	23	339	1	0	584	102	6	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	339	1	0	584	102	6	0	9	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:	23	339	1	0	584	102	6	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.70	0.30	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3291	9	0	2824	476	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.11	0.00	0.21	0.21	0.00	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

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 Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	216	283	48	0	583	179	57	621	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:	0	0	0	216	283	48	0	583	179	57	621	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:	0	0	0	216	283	48	0	583	179	57	621	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:	0	0	0	216	283	48	0	583	179	57	621	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	216	283	48	0	583	179	57	621	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:	0	0	0	216	283	48	0	583	179	57	621	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.71	0.29	0.00	2.30	0.70	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2836	464	0	3872	1128	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.10	0.10	0.00	0.15	0.16	0.04	0.18	0.00
Crit Moves:						****			****	****		

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

Intersection #8 I-5 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	174	0	309	0	0	0	30	769	0	0	467	476
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:	174	0	309	0	0	0	30	769	0	0	467	476
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:	174	0	309	0	0	0	30	769	0	0	467	476
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	0	0	0	0	0	30	769	0	0	467	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	0	0	0	0	0	30	769	0	0	467	476
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	0	0	0	0	0	30	769	0	0	467	476
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.00	0.00	0.00	0.01	0.23	0.00	0.00	0.14	0.30
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

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:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1 0	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	185	108	37	227	394	202	170	698	205	57	654	72
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:	185	108	37	227	394	202	170	698	205	57	654	72
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:	185	108	37	227	394	202	170	698	205	57	654	72
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:	185	108	37	227	394	202	170	698	205	57	654	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	108	37	227	394	202	170	698	205	57	654	72
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:	185	108	37	227	394	202	170	698	205	57	654	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.69	0.98	0.33	1.00	1.32	0.68	1.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	2696	1568	536	1600	2215	1085	1600	5100	1600	1600	4524	476
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.14	0.18	0.19	0.11	0.14	0.13	0.04	0.14	0.15
Crit Moves:			****			****	****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	38	5	62	3	3	7	12	830	76	94	763	18
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:	38	5	62	3	3	7	12	830	76	94	763	18
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:	38	5	62	3	3	7	12	830	76	94	763	18
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:	38	5	62	3	3	7	12	830	76	94	763	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	5	62	3	3	7	12	830	76	94	763	18
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:	38	5	62	3	3	7	12	830	76	94	763	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	0.07	0.93	0.23	0.23	0.54	1.00	2.75	0.25	1.00	2.93	0.07
Final Sat.:	1600	119	1481	369	369	862	1600	4597	403	1600	4889	111
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.00	0.01	0.01	0.01	0.18	0.19	0.06	0.16	0.16
Crit Moves:		****		****					****	****		

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.145

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	90	69	745	742	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	69	745	742	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	17	186	186	20
Total Analysis Volume [veh/h]	0	90	69	745	742	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.14	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	13.69	13.83	0.00	0.00	0.00
Movement LOS		B	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.64	0.50	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	16.10	12.57	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.69		1.17		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	B					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Tustin Avenue						Fourth Street					
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 2	1 0	2	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	49	195	215	599	974	233	86	673	17	80	593	228
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:	49	195	215	599	974	233	86	673	17	80	593	228
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:	49	195	215	599	974	233	86	673	17	80	593	228
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	195	215	599	974	233	86	673	17	80	593	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	195	215	599	974	233	86	673	17	80	593	228
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	195	215	599	974	233	86	673	17	80	593	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.93	0.07	1.00	2.17	0.83
Final Sat.:	1600	3400	1600	3200	3400	1600	1600	4882	118	1600	3667	1333
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.13	0.19	0.29	0.15	0.05	0.14	0.14	0.05	0.16	0.17
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	52	0	81	0	509	948	510	1108	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:	0	0	0	52	0	81	0	509	948	510	1108	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:	0	0	0	52	0	81	0	509	948	510	1108	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:	0	0	0	52	0	81	0	509	948	510	1108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	81	0	509	948	510	1108	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:	0	0	0	52	0	81	0	509	948	510	1108	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.17	0.01	1.82	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1877	0	2923	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.15	0.59	0.32	0.22	0.00
Crit Moves:						****			****	****		

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

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	380	0	309	0	0	0	163	373	0	0	1234	845
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:	380	0	309	0	0	0	163	373	0	0	1234	845
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:	380	0	309	0	0	0	163	373	0	0	1234	845
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:	380	0	309	0	0	0	163	373	0	0	1234	845
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	0	309	0	0	0	163	373	0	0	1234	845
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:	380	0	309	0	0	0	163	373	0	0	1234	845
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.65	xxxx	1.35	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	2813	0	2287	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.10	0.07	0.00	0.00	0.36	0.50
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	84.5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	9	801	0	0	1754	62	2	0	15	24	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	801	0	0	1754	62	2	0	15	24	0	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	200	0	0	439	16	1	0	4	6	0	8
Total Analysis Volume [veh/h]	9	801	0	0	1754	62	2	0	15	24	0	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.02	0.00	0.04	0.00	0.06	0.12	0.00	0.06
d_M, Delay for Movement [s/veh]	29.67	0.00	0.00	0.00	0.00	0.00	84.49	0.00	22.69	25.35	43.07	14.60
Movement LOS	D	A			A	A	F		C	D	E	B
95th-Percentile Queue Length [veh]	0.18	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.35	0.66	0.66	0.66
95th-Percentile Queue Length [ft]	4.58	0.00	0.00	0.00	0.00	0.00	8.68	0.00	8.68	16.46	16.46	16.46
d_A, Approach Delay [s/veh]	0.33			0.00			29.96			19.13		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.69											
Intersection LOS	F											

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

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1314	905	265	773	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:	0	0	0	0	0	0	0	1314	905	265	773	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:	0	0	0	0	0	0	0	1314	905	265	773	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:	0	0	0	0	0	0	0	1314	905	265	773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1314	905	265	773	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:	0	0	0	0	0	0	0	1314	905	265	773	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.78	1.22	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2942	1958	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.46	0.08	0.15	0.00
Crit Moves:									****	****		

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	10	17	9	87	2	330	422	960	2	8	707	187
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	17	9	87	2	330	422	960	2	8	707	187
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	17	9	87	2	330	422	960	2	8	707	187
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	1.04	1.00	1.00	1.00	1.00
PHF Volume:	10	17	9	87	2	330	422	960	2	8	707	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	17	9	87	2	330	422	960	2	8	707	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	17	9	87	2	330	422	960	2	8	707	187
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	0.37	0.63	1.00	0.98	0.02	1.00	1.00	2.99	0.01	1.00	2.37	0.63
Final Sat.:	593	1007	1600	1564	36	1600	1600	4990	10	1600	3996	1004
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.06	0.06	0.21	0.26	0.19	0.20	0.01	0.18	0.19
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					****

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

Intersection #3 Golden Circle Drive at First Street

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 Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	18	11	28	32	3	75	63	953	6	26	806	90
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	11	28	32	3	75	63	953	6	26	806	90
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	11	28	32	3	75	63	953	6	26	806	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	11	28	32	3	75	63	953	6	26	806	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	11	28	32	3	75	63	953	6	26	806	90
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	11	28	32	3	75	63	953	6	26	806	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.28	0.72	1.00	0.04	0.96	1.00	2.98	0.02	1.00	2.70	0.30
Final Sat.:	1600	451	1149	1600	62	1538	1600	4970	30	1600	4518	482
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.05	0.05	0.04	0.19	0.20	0.02	0.18	0.19
Crit Moves:	****				****		****					****

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

Intersection #4 Tustin Avenue at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	285	0	237	614	461	0	0	621	479
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	285	0	237	614	461	0	0	621	479
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	285	0	237	614	461	0	0	621	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	285	0	237	614	461	0	0	621	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	237	614	461	0	0	621	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	285	0	237	614	461	0	0	621	479
OvlAdjVol:						0						337
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.18	0.14	0.00	0.00	0.18	0.28
OvlAdjV/S:						0.00						0.20
Crit Moves:				****			****					****

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	12	602	0	0	273	16	135	0	129	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:	12	602	0	0	273	16	135	0	129	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:	12	602	0	0	273	16	135	0	129	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:	12	602	0	0	273	16	135	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	602	0	0	273	16	135	0	129	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:	12	602	0	0	273	16	135	0	129	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3123	177	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.09	0.09	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****						****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	5	722	4	0	234	9	82	0	50	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:	5	722	4	0	234	9	82	0	50	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:	5	722	4	0	234	9	82	0	50	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:	5	722	4	0	234	9	82	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	722	4	0	234	9	82	0	50	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:	5	722	4	0	234	9	82	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3282	18	0	3181	119	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.23	0.00	0.07	0.08	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****					****					

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	1 1	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	273	226	50	0	539	148	61	984	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:	0	0	0	273	226	50	0	539	148	61	984	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:	0	0	0	273	226	50	0	539	148	61	984	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:	0	0	0	273	226	50	0	539	148	61	984	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	273	226	50	0	539	148	61	984	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:	0	0	0	273	226	50	0	539	148	61	984	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.64	0.36	0.00	2.35	0.65	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2720	580	0	3966	1034	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.08	0.09	0.00	0.14	0.14	0.04	0.29	0.00
Crit Moves:						****					****	

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

Intersection #8 I-5 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	172	0	162	0	0	0	45	761	0	0	837	914
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:	172	0	162	0	0	0	45	761	0	0	837	914
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:	172	0	162	0	0	0	45	761	0	0	837	914
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	0	0	0	0	0	45	761	0	0	837	914
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	0	0	0	0	45	761	0	0	837	914
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	0	0	0	0	0	45	761	0	0	837	914
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.00	0.00	0.00	0.01	0.22	0.00	0.00	0.25	0.57
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1 0	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	448	316	89	98	171	136	217	648	46	41	1199	132
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:	448	316	89	98	171	136	217	648	46	41	1199	132
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:	448	316	89	98	171	136	217	648	46	41	1199	132
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:	448	316	89	98	171	136	217	648	46	41	1199	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	316	89	98	171	136	217	648	46	41	1199	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	316	89	98	171	136	217	648	46	41	1199	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.58	1.11	0.31	1.00	1.11	0.89	1.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	2524	1777	500	1600	1882	1418	1600	5100	1600	1600	4524	476
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.06	0.09	0.10	0.14	0.13	0.03	0.03	0.27	0.28
Crit Moves:		****			****		****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	175	2	163	38	6	35	6	755	45	48	1144	21
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:	175	2	163	38	6	35	6	755	45	48	1144	21
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:	175	2	163	38	6	35	6	755	45	48	1144	21
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:	175	2	163	38	6	35	6	755	45	48	1144	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	2	163	38	6	35	6	755	45	48	1144	21
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:	175	2	163	38	6	35	6	755	45	48	1144	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	0.01	0.99	0.48	0.08	0.44	1.00	2.83	0.17	1.00	2.95	0.05
Final Sat.:	1600	19	1581	770	122	709	1600	4730	270	1600	4913	87
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.02	0.05	0.05	0.00	0.16	0.17	0.03	0.23	0.24
Crit Moves:	****				****		****					****

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	100	113	899	1146	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	100	113	899	1146	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	25	28	225	287	18
Total Analysis Volume [veh/h]	0	100	113	899	1146	73
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.27	0.37	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	18.05	23.46	0.00	0.00	0.00
Movement LOS		C	C	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.06	1.64	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	26.45	41.04	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.05		2.62		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.91					
Intersection LOS	C					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Tustin Avenue						Fourth Street					
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	2	1 0	2 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	94	722	217	438	424	147	224	720	59	120	826	392
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:	94	722	217	438	424	147	224	720	59	120	826	392
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:	94	722	217	438	424	147	224	720	59	120	826	392
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:	94	722	217	438	424	147	224	720	59	120	826	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	722	217	438	424	147	224	720	59	120	826	392
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:	94	722	217	438	424	147	224	720	59	120	826	392
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	1.00	2.31	0.69	2.00	2.00	1.00	1.00	2.77	0.23	1.00	2.03	0.97
Final Sat.:	1600	3891	1109	3200	3400	1600	1600	4636	364	1600	3455	1545
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.20	0.14	0.12	0.09	0.14	0.16	0.16	0.08	0.24	0.25
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1! 0	1	0	0	2	1	0	1	0	3	0	0
Volume Module:																	
Base Vol:	0	0	0	469	0	244	0	820	590	358	1091	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:	0	0	0	469	0	244	0	820	590	358	1091	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:	0	0	0	469	0	244	0	820	590	358	1091	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:	0	0	0	469	0	244	0	820	590	358	1091	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	0	244	0	820	590	358	1091	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:	0	0	0	469	0	244	0	820	590	358	1091	0
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.97	0.00	1.03	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3157	0	1643	0	3400	1600	1600	5100	0
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.24	0.37	0.22	0.21	0.00
Crit Moves:				****					****	****		

PM Existing Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1! 0	1	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	282	0	251	0	0	0	315	989	0	0	1161	783
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:	282	0	251	0	0	0	315	989	0	0	1161	783
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:	282	0	251	0	0	0	315	989	0	0	1161	783
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:	282	0	251	0	0	0	315	989	0	0	1161	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	0	251	0	0	0	315	989	0	0	1161	783
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:	282	0	251	0	0	0	315	989	0	0	1161	783
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.59	xxxx	1.41	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	2698	0	2402	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.34	0.46
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	63.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	30	1390	0	0	920	7	45	0	97	9	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1390	0	0	920	7	45	0	97	9	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	348	0	0	230	2	11	0	24	2	0	3
Total Analysis Volume [veh/h]	30	1390	0	0	920	7	45	0	97	9	0	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.00	0.00	0.01	0.00	0.24	0.00	0.21	0.13	0.00	0.04
d_M, Delay for Movement [s/veh]	14.13	0.00	0.00	0.00	0.00	0.00	33.34	0.00	21.71	63.43	35.22	21.61
Movement LOS	B	A			A	A	D		C	F	E	C
95th-Percentile Queue Length [veh]	0.23	0.00	0.00	0.00	0.00	0.00	2.22	0.00	2.22	0.59	0.59	0.59
95th-Percentile Queue Length [ft]	5.68	0.00	0.00	0.00	0.00	0.00	55.61	0.00	55.61	14.83	14.83	14.83
d_A, Approach Delay [s/veh]	0.30			0.00			25.40			38.72		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	1.94											
Intersection LOS	F											

APPENDIX D-II

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

AM Existing Plus Project Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	737	933	371	727	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:	0	0	0	0	0	0	0	737	933	371	727	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:	0	0	0	0	0	0	0	737	933	371	727	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:	0	0	0	0	0	0	0	737	933	371	727	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	737	933	371	727	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:	0	0	0	0	0	0	0	737	933	371	727	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.32	1.68	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2218	2682	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.35	0.12	0.14	0.00
Crit Moves:									****	****		

AM Existing Plus Project Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	3	0	4	71	29	352	223	557	19	19	757	127
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:	3	0	4	71	29	352	223	557	19	19	757	127
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:	3	0	4	71	29	352	223	557	19	19	757	127
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	1.04	1.00	1.00	1.00	1.00
PHF Volume:	3	0	4	71	29	352	223	557	19	19	757	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	4	71	29	352	223	557	19	19	757	127
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:	3	0	4	71	29	352	223	557	19	19	757	127
OvlAdjVol:						129						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.00	1.00	0.71	0.29	1.00	1.00	2.90	0.10	1.00	2.57	0.43
Final Sat.:	1600	0	1600	1136	464	1600	1600	4842	158	1600	4310	690
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.22	0.14	0.12	0.12	0.01	0.18	0.18
OvlAdjV/S:						0.08						
Crit Moves:			****			****	****				****	

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AM Existing Plus Project Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #3 Golden Circle Drive at First Street

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

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	30	24	27	22	20	31	59	522	17	64	828	67
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:	30	24	27	22	20	31	59	522	17	64	828	67
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:	30	24	27	22	20	31	59	522	17	64	828	67
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:	30	24	27	22	20	31	59	522	17	64	828	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	24	27	22	20	31	59	522	17	64	828	67
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:	30	24	27	22	20	31	59	522	17	64	828	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.47	0.53	1.00	0.39	0.61	1.00	2.91	0.09	1.00	2.78	0.22
Final Sat.:	1600	753	847	1600	627	973	1600	4849	151	1600	4641	359
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.03	0.03	0.04	0.11	0.11	0.04	0.18	0.19
Crit Moves:	****				****		****					****

AM Existing Plus Project Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #4 Tustin Avenue at First Street

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

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	559	0	533	169	414	0	0	759	341
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	559	0	533	169	414	0	0	759	341
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	559	0	533	169	414	0	0	759	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	559	0	533	169	414	0	0	759	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	559	0	533	169	414	0	0	759	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	559	0	533	169	414	0	0	759	341
OvlAdjVol:						364						62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.05	0.13	0.00	0.00	0.22	0.20
OvlAdjV/S:						0.11						0.04
Crit Moves:				****			****				****	

AM Existing Plus Project Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	90	351	0	0	454	179	69	0	52	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:	90	351	0	0	454	179	69	0	52	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:	90	351	0	0	454	179	69	0	52	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:	90	351	0	0	454	179	69	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	351	0	0	454	179	69	0	52	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:	90	351	0	0	454	179	69	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.43	0.57	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2395	905	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.00	0.19	0.20	0.04	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	23	399	1	0	607	102	6	0	9	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:	23	399	1	0	607	102	6	0	9	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:	23	399	1	0	607	102	6	0	9	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:	23	399	1	0	607	102	6	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	399	1	0	607	102	6	0	9	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:	23	399	1	0	607	102	6	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.71	0.29	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3292	8	0	2840	460	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.13	0.00	0.21	0.22	0.00	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****					****			****			

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

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 Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	221	283	48	0	584	179	57	625	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:	0	0	0	221	283	48	0	584	179	57	625	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:	0	0	0	221	283	48	0	584	179	57	625	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:	0	0	0	221	283	48	0	584	179	57	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	283	48	0	584	179	57	625	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:	0	0	0	221	283	48	0	584	179	57	625	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.71	0.29	0.00	2.30	0.70	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2836	464	0	3874	1126	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.10	0.10	0.00	0.15	0.16	0.04	0.18	0.00
Crit Moves:						****			****	****		

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

Intersection #8 I-5 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	174	0	314	0	0	0	30	775	0	0	471	492
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:	174	0	314	0	0	0	30	775	0	0	471	492
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:	174	0	314	0	0	0	30	775	0	0	471	492
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	0	0	0	0	0	30	775	0	0	471	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	0	0	0	0	0	30	775	0	0	471	492
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	0	0	0	0	0	30	775	0	0	471	492
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.00	0.00	0.00	0.01	0.23	0.00	0.00	0.14	0.31
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1 0	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	205	113	72	227	396	202	170	698	216	67	654	72
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:	205	113	72	227	396	202	170	698	216	67	654	72
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:	205	113	72	227	396	202	170	698	216	67	654	72
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:	205	113	72	227	396	202	170	698	216	67	654	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	113	72	227	396	202	170	698	216	67	654	72
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:	205	113	72	227	396	202	170	698	216	67	654	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.58	0.87	0.55	1.00	1.32	0.68	1.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	2530	1389	881	1600	2219	1081	1600	5100	1600	1600	4524	476
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.14	0.18	0.19	0.11	0.14	0.14	0.04	0.14	0.15
Crit Moves:			****			****	****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

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:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	38	5	62	3	3	7	12	865	76	94	773	18
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:	38	5	62	3	3	7	12	865	76	94	773	18
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:	38	5	62	3	3	7	12	865	76	94	773	18
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:	38	5	62	3	3	7	12	865	76	94	773	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	5	62	3	3	7	12	865	76	94	773	18
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:	38	5	62	3	3	7	12	865	76	94	773	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	0.07	0.93	0.23	0.23	0.54	1.00	2.76	0.24	1.00	2.93	0.07
Final Sat.:	1600	119	1481	369	369	862	1600	4612	388	1600	4891	109
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.00	0.01	0.01	0.01	0.19	0.20	0.06	0.16	0.16
Crit Moves:		****		****					****	****		

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.146

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	90	69	780	752	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	69	780	752	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	17	195	188	20
Total Analysis Volume [veh/h]	0	90	69	780	752	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.15	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	13.76	13.94	0.00	0.00	0.00
Movement LOS		B	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.65	0.51	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	16.24	12.73	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.76		1.13		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	B					

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

Intersection #12 Tustin Avenue at Fourth Street

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:	Tustin Avenue						Fourth Street					
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 2	1 0	2	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	49	197	218	599	975	235	94	700	17	81	601	228
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:	49	197	218	599	975	235	94	700	17	81	601	228
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:	49	197	218	599	975	235	94	700	17	81	601	228
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	197	218	599	975	235	94	700	17	81	601	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	197	218	599	975	235	94	700	17	81	601	228
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	197	218	599	975	235	94	700	17	81	601	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.93	0.07	1.00	2.17	0.83
Final Sat.:	1600	3400	1600	3200	3400	1600	1600	4886	114	1600	3680	1320
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.14	0.19	0.29	0.15	0.06	0.14	0.15	0.05	0.16	0.17
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

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

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	52	0	84	0	529	958	510	1114	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:	0	0	0	52	0	84	0	529	958	510	1114	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:	0	0	0	52	0	84	0	529	958	510	1114	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:	0	0	0	52	0	84	0	529	958	510	1114	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	84	0	529	958	510	1114	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:	0	0	0	52	0	84	0	529	958	510	1114	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.14	0.01	1.85	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1835	0	2965	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.16	0.60	0.32	0.22	0.00
Crit Moves:						****			****	****		

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

Intersection #14 SR-55 NB Ramps at Fourth Street

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:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1! 0	1	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	383	0	309	0	0	0	173	382	0	0	1237	845
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:	383	0	309	0	0	0	173	382	0	0	1237	845
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:	383	0	309	0	0	0	173	382	0	0	1237	845
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:	383	0	309	0	0	0	173	382	0	0	1237	845
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	0	309	0	0	0	173	382	0	0	1237	845
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:	383	0	309	0	0	0	173	382	0	0	1237	845
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.66	0.00	1.34	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	2823	0	2277	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.10	0.07	0.00	0.00	0.36	0.50
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	84.9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	9	811	0	0	1757	62	2	0	15	24	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	811	0	0	1757	62	2	0	15	24	0	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	203	0	0	439	16	1	0	4	6	0	8
Total Analysis Volume [veh/h]	9	811	0	0	1757	62	2	0	15	24	0	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.02	0.00	0.04	0.00	0.06	0.12	0.00	0.06
d_M, Delay for Movement [s/veh]	29.76	0.00	0.00	0.00	0.00	0.00	84.95	0.00	22.75	25.64	43.31	14.72
Movement LOS	D	A			A	A	F		C	D	E	B
95th-Percentile Queue Length [veh]	0.18	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.35	0.67	0.67	0.67
95th-Percentile Queue Length [ft]	4.60	0.00	0.00	0.00	0.00	0.00	8.71	0.00	8.71	16.67	16.67	16.67
d_A, Approach Delay [s/veh]	0.33			0.00			30.07			19.32		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.69											
Intersection LOS	F											

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

Intersection #1 I-5 SB On-Ramp at First Street

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

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1330	905	277	783	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:	0	0	0	0	0	0	0	1330	905	277	783	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:	0	0	0	0	0	0	0	1330	905	277	783	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:	0	0	0	0	0	0	0	1330	905	277	783	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1330	905	277	783	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:	0	0	0	0	0	0	0	1330	905	277	783	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.79	1.21	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2956	1944	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.47	0.09	0.15	0.00
Crit Moves:									****	****		

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	10	17	9	95	2	351	438	960	2	8	707	200
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	17	9	95	2	351	438	960	2	8	707	200
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	17	9	95	2	351	438	960	2	8	707	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	17	9	95	2	351	438	960	2	8	707	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	17	9	95	2	351	438	960	2	8	707	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	17	9	95	2	351	438	960	2	8	707	200
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	0.37	0.63	1.00	0.98	0.02	1.00	1.00	2.99	0.01	1.00	2.34	0.66
Final Sat.:	593	1007	1600	1567	33	1600	1600	4990	10	1600	3942	1058
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.06	0.06	0.22	0.27	0.19	0.20	0.01	0.18	0.19
OvlAdjV/S:						0.00						
Crit Moves:	****				****		****					****

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	18	11	28	32	3	75	63	961	6	26	819	90
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	11	28	32	3	75	63	961	6	26	819	90
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	11	28	32	3	75	63	961	6	26	819	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	11	28	32	3	75	63	961	6	26	819	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	11	28	32	3	75	63	961	6	26	819	90
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	11	28	32	3	75	63	961	6	26	819	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.28	0.72	1.00	0.04	0.96	1.00	2.98	0.02	1.00	2.70	0.30
Final Sat.:	1600	451	1149	1600	62	1538	1600	4970	30	1600	4525	475
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.05	0.05	0.04	0.19	0.20	0.02	0.18	0.19
Crit Moves:	****				****		****					****

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

Intersection #4 Tustin Avenue at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	285	0	243	617	465	0	0	628	479
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	285	0	243	617	465	0	0	628	479
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	285	0	243	617	465	0	0	628	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	285	0	243	617	465	0	0	628	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	243	617	465	0	0	628	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	285	0	243	617	465	0	0	628	479
OvlAdjVol:						0						337
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.18	0.14	0.00	0.00	0.18	0.28
OvlAdjV/S:						0.00						0.20
Crit Moves:				****			****					****

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	41	602	0	0	273	102	175	0	158	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:	41	602	0	0	273	102	175	0	158	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:	41	602	0	0	273	102	175	0	158	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:	41	602	0	0	273	102	175	0	158	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	602	0	0	273	102	175	0	158	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:	41	602	0	0	273	102	175	0	158	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.46	0.54	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2430	870	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.00	0.00	0.11	0.12	0.11	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****						****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	5	762	4	0	320	9	82	0	50	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:	5	762	4	0	320	9	82	0	50	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:	5	762	4	0	320	9	82	0	50	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:	5	762	4	0	320	9	82	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	762	4	0	320	9	82	0	50	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:	5	762	4	0	320	9	82	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3283	17	0	3212	88	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.24	0.00	0.10	0.10	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****					****					

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	2
Volume Module:												
Base Vol:	0	0	0	290	226	50	0	544	148	61	987	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:	0	0	0	290	226	50	0	544	148	61	987	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:	0	0	0	290	226	50	0	544	148	61	987	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:	0	0	0	290	226	50	0	544	148	61	987	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	290	226	50	0	544	148	61	987	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:	0	0	0	290	226	50	0	544	148	61	987	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.64	0.36	0.00	2.36	0.64	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2720	580	0	3973	1027	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.08	0.09	0.00	0.14	0.14	0.04	0.29	0.00
Crit Moves:				****							****	

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

Intersection #8 I-5 NB Ramps at Fourth Street

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:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	172	0	182	0	0	0	45	783	0	0	840	924
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:	172	0	182	0	0	0	45	783	0	0	840	924
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:	172	0	182	0	0	0	45	783	0	0	840	924
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	0	0	0	0	0	45	783	0	0	840	924
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	0	0	0	0	45	783	0	0	840	924
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	0	0	0	0	0	45	783	0	0	840	924
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.00	0.00	0.00	0.01	0.23	0.00	0.00	0.25	0.58
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

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:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1 0	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	461	319	112	98	177	136	217	648	87	80	1199	132
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:	461	319	112	98	177	136	217	648	87	80	1199	132
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:	461	319	112	98	177	136	217	648	87	80	1199	132
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:	461	319	112	98	177	136	217	648	87	80	1199	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	319	112	98	177	136	217	648	87	80	1199	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	319	112	98	177	136	217	648	87	80	1199	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.55	1.07	0.38	1.00	1.13	0.87	1.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	2479	1717	603	1600	1910	1390	1600	5100	1600	1600	4524	476
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.06	0.09	0.10	0.14	0.13	0.05	0.05	0.27	0.28
Crit Moves:	****					****	****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

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

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	175	2	163	38	6	35	6	778	45	48	1183	21
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:	175	2	163	38	6	35	6	778	45	48	1183	21
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:	175	2	163	38	6	35	6	778	45	48	1183	21
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:	175	2	163	38	6	35	6	778	45	48	1183	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	2	163	38	6	35	6	778	45	48	1183	21
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:	175	2	163	38	6	35	6	778	45	48	1183	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	0.01	0.99	0.48	0.08	0.44	1.00	2.84	0.16	1.00	2.95	0.05
Final Sat.:	1600	19	1581	770	122	709	1600	4738	262	1600	4916	84
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.02	0.05	0.05	0.00	0.16	0.17	0.03	0.24	0.25
Crit Moves:	****				****		****					****

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	24.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	100	113	922	1185	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	100	113	922	1185	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	25	28	231	296	18
Total Analysis Volume [veh/h]	0	100	113	922	1185	73
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.27	0.39	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	18.58	24.77	0.00	0.00	0.00
Movement LOS		C	C	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.10	1.75	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	27.46	43.64	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.58		2.70		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.95					
Intersection LOS	C					

PM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Tustin Avenue						Fourth Street					
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	2	1 0	2 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	94	723	219	438	426	156	230	738	59	123	856	392
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:	94	723	219	438	426	156	230	738	59	123	856	392
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:	94	723	219	438	426	156	230	738	59	123	856	392
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:	94	723	219	438	426	156	230	738	59	123	856	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	723	219	438	426	156	230	738	59	123	856	392
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:	94	723	219	438	426	156	230	738	59	123	856	392
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	2.30	0.70	2.00	2.00	1.00	1.00	2.78	0.22	1.00	2.06	0.94
Final Sat.:	1600	3884	1116	3200	3400	1600	1600	4645	355	1600	3492	1508
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.20	0.14	0.13	0.10	0.14	0.16	0.17	0.08	0.25	0.26
Crit Moves:			****	****			****					****

PM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SR-55 SB Ramps at Fourth Street

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

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	469	0	256	0	833	597	358	1113	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:	0	0	0	469	0	256	0	833	597	358	1113	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:	0	0	0	469	0	256	0	833	597	358	1113	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:	0	0	0	469	0	256	0	833	597	358	1113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	0	256	0	833	597	358	1113	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:	0	0	0	469	0	256	0	833	597	358	1113	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.94	xxxx	1.06	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3105	0	1695	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.25	0.37	0.22	0.22	0.00
Crit Moves:						****			****	****		

PM Existing Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1! 0	1	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	294	0	251	0	0	0	322	995	0	0	1171	783
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:	294	0	251	0	0	0	322	995	0	0	1171	783
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:	294	0	251	0	0	0	322	995	0	0	1171	783
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:	294	0	251	0	0	0	322	995	0	0	1171	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	0	251	0	0	0	322	995	0	0	1171	783
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:	294	0	251	0	0	0	322	995	0	0	1171	783
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.62	xxxx	1.38	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	2751	0	2349	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.19	0.20	0.00	0.00	0.34	0.46
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	64.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	30	1397	0	0	932	7	45	0	97	9	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1397	0	0	932	7	45	0	97	9	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	349	0	0	233	2	11	0	24	2	0	3
Total Analysis Volume [veh/h]	30	1397	0	0	932	7	45	0	97	9	0	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.00	0.00	0.01	0.00	0.25	0.00	0.21	0.13	0.00	0.04
d_M, Delay for Movement [s/veh]	14.26	0.00	0.00	0.00	0.00	0.00	34.06	0.00	22.13	64.36	35.67	21.83
Movement LOS	B	A			A	A	D		C	F	E	C
95th-Percentile Queue Length [veh]	0.23	0.00	0.00	0.00	0.00	0.00	2.27	0.00	2.27	0.60	0.60	0.60
95th-Percentile Queue Length [ft]	5.76	0.00	0.00	0.00	0.00	0.00	56.82	0.00	56.82	15.04	15.04	15.04
d_A, Approach Delay [s/veh]	0.30			0.00			25.91			39.23		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	1.96											
Intersection LOS	F											

APPENDIX D-III

YEAR 2019 CUMULATIVE TRAFFIC CONDITIONS

AM Year 2019 Cumulative Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	798	990	370	785	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:	0	0	0	0	0	0	0	798	990	370	785	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:	0	0	0	0	0	0	0	798	990	370	785	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:	0	0	0	0	0	0	0	798	990	370	785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	798	990	370	785	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:	0	0	0	0	0	0	0	798	990	370	785	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34	1.66	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2242	2658	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.37	0.12	0.15	0.00
Crit Moves:									****	****		

AM Year 2019 Cumulative Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	3	0	4	71	30	332	236	607	20	22	836	162
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:	3	0	4	71	30	332	236	607	20	22	836	162
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:	3	0	4	71	30	332	236	607	20	22	836	162
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:	3	0	4	71	30	332	236	607	20	22	836	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	4	71	30	332	236	607	20	22	836	162
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:	3	0	4	71	30	332	236	607	20	22	836	162
OvlAdjVol:						96						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.00	1.00	0.70	0.30	1.00	1.00	2.90	0.10	1.00	2.51	0.49
Final Sat.:	1600	0	1600	1125	475	1600	1600	4847	153	1600	4221	779
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.21	0.15	0.13	0.13	0.01	0.20	0.21
OvlAdjV/S:						0.06						
Crit Moves:		****			****			****				****

AM Year 2019 Cumulative Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	31	25	28	24	21	39	61	558	18	104	893	75
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:	31	25	28	24	21	39	61	558	18	104	893	75
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:	31	25	28	24	21	39	61	558	18	104	893	75
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:	31	25	28	24	21	39	61	558	18	104	893	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	25	28	24	21	39	61	558	18	104	893	75
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:	31	25	28	24	21	39	61	558	18	104	893	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.47	0.53	1.00	0.35	0.65	1.00	2.91	0.09	1.00	2.77	0.23
Final Sat.:	1600	755	845	1600	560	1040	1600	4850	150	1600	4628	372
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.02	0.04	0.04	0.04	0.12	0.12	0.07	0.19	0.20
Crit Moves:	****				****		****					****

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

Intersection #4 Tustin Avenue at First Street

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:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	583	0	571	227	460	0	0	818	352
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	583	0	571	227	460	0	0	818	352
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	583	0	571	227	460	0	0	818	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	583	0	571	227	460	0	0	818	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	583	0	571	227	460	0	0	818	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	583	0	571	227	460	0	0	818	352
OvlAdjVol:						344						60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.07	0.14	0.00	0.00	0.24	0.21
OvlAdjV/S:						0.10						0.04
Crit Moves:				****			****				****	

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

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:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1	1 0	1 0	0	1	0 0	0	0 0
Volume Module:												
Base Vol:	84	406	0	0	479	161	9	0	8	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:	84	406	0	0	479	161	9	0	8	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:	84	406	0	0	479	161	9	0	8	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:	84	406	0	0	479	161	9	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	406	0	0	479	161	9	0	8	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:	84	406	0	0	479	161	9	0	8	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.50	0.50	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2495	805	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.19	0.20	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****					****	****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	24	441	1	0	613	105	6	0	9	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:	24	441	1	0	613	105	6	0	9	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:	24	441	1	0	613	105	6	0	9	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:	24	441	1	0	613	105	6	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	441	1	0	613	105	6	0	9	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:	24	441	1	0	613	105	6	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.71	0.29	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3293	7	0	2832	468	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.14	0.00	0.22	0.22	0.00	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	2
Volume Module:												
Base Vol:	0	0	0	225	300	57	0	651	206	59	690	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:	0	0	0	225	300	57	0	651	206	59	690	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:	0	0	0	225	300	57	0	651	206	59	690	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:	0	0	0	225	300	57	0	651	206	59	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	300	57	0	651	206	59	690	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:	0	0	0	225	300	57	0	651	206	59	690	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.68	0.32	0.00	2.28	0.72	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2789	511	0	3846	1154	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.11	0.11	0.00	0.17	0.18	0.04	0.20	0.00
Crit Moves:						****			****	****		

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

Intersection #8 I-5 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	185	0	320	0	0	0	55	822	0	0	525	522
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:	185	0	320	0	0	0	55	822	0	0	525	522
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:	185	0	320	0	0	0	55	822	0	0	525	522
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	0	0	0	0	0	55	822	0	0	525	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	0	0	0	0	0	55	822	0	0	525	522
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	0	0	0	0	0	55	822	0	0	525	522
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.02	0.24	0.00	0.00	0.15	0.33
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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 1	0 1	0	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	218	125	89	236	412	208	175	745	216	59	723	76
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:	218	125	89	236	412	208	175	745	216	59	723	76
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:	218	125	89	236	412	208	175	745	216	59	723	76
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:	218	125	89	236	412	208	175	745	216	59	723	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	125	89	236	412	208	175	745	216	59	723	76
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:	218	125	89	236	412	208	175	745	216	59	723	76
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.51	0.87	0.62	1.00	1.33	0.67	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	2422	1389	989	1600	2226	1074	1600	5100	1600	1600	4543	457
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.15	0.19	0.19	0.11	0.15	0.14	0.04	0.16	0.17
Crit Moves:	****					****	****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	45	5	64	3	3	7	12	933	79	104	831	19
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	5	64	3	3	7	12	933	79	104	831	19
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:	45	5	64	3	3	7	12	933	79	104	831	19
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	5	64	3	3	7	12	933	79	104	831	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	5	64	3	3	7	12	933	79	104	831	19
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	5	64	3	3	7	12	933	79	104	831	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	0.07	0.93	0.23	0.23	0.54	1.00	2.77	0.23	1.00	2.93	0.07
Final Sat.:	1600	116	1484	369	369	862	1600	4625	375	1600	4893	107
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.00	0.01	0.01	0.01	0.20	0.21	0.07	0.17	0.18
Crit Moves:	****				****				****	****		

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.162

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	93	71	845	816	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	93	71	845	816	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	18	211	204	21
Total Analysis Volume [veh/h]	0	93	71	845	816	82
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.16	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.38	14.80	0.00	0.00	0.00
Movement LOS		B	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.72	0.57	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	17.92	14.32	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.38		1.15		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.25					
Intersection LOS	B					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Tustin Avenue						Fourth Street					
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	2	1 0	2 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	62	213	257	617	1009	242	100	755	24	101	649	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	213	257	617	1009	242	100	755	24	101	649	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	213	257	617	1009	242	100	755	24	101	649	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	213	257	617	1009	242	100	755	24	101	649	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	213	257	617	1009	242	100	755	24	101	649	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	213	257	617	1009	242	100	755	24	101	649	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.91	0.09	1.00	2.20	0.80
Final Sat.:	1600	3400	1600	3200	3400	1600	1600	4852	148	1600	3724	1276
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.16	0.19	0.30	0.15	0.06	0.16	0.16	0.06	0.17	0.18
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2	1 0	1 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	56	0	94	0	591	1008	526	1188	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:	0	0	0	56	0	94	0	591	1008	526	1188	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:	0	0	0	56	0	94	0	591	1008	526	1188	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:	0	0	0	56	0	94	0	591	1008	526	1188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	94	0	591	1008	526	1188	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:	0	0	0	56	0	94	0	591	1008	526	1188	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.12	0.00	1.88	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1792	0	3008	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.17	0.63	0.33	0.23	0.00
Crit Moves:				****					****	****		

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

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	D

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1! 0	1	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	402	0	322	0	0	0	201	420	0	0	1308	870
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:	402	0	322	0	0	0	201	420	0	0	1308	870
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:	402	0	322	0	0	0	201	420	0	0	1308	870
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:	402	0	322	0	0	0	201	420	0	0	1308	870
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	0	322	0	0	0	201	420	0	0	1308	870
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:	402	0	322	0	0	0	201	420	0	0	1308	870
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.66	0.01	1.33	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	2832	0	2268	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.12	0.08	0.00	0.00	0.38	0.51
Crit Moves:			****				****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	94.2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	9	848	0	0	1816	64	2	0	15	25	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	848	0	0	1816	64	2	0	15	25	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	212	0	0	454	16	1	0	4	6	0	9
Total Analysis Volume [veh/h]	9	848	0	0	1816	64	2	0	15	25	0	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.02	0.00	0.05	0.00	0.07	0.13	0.00	0.07
d_M, Delay for Movement [s/veh]	31.69	0.00	0.00	0.00	0.00	0.00	94.17	0.00	23.90	27.29	46.76	15.37
Movement LOS	D	A			A	A	F		C	D	E	C
95th-Percentile Queue Length [veh]	0.20	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.38	0.74	0.74	0.74
95th-Percentile Queue Length [ft]	4.95	0.00	0.00	0.00	0.00	0.00	9.42	0.00	9.42	18.52	18.52	18.52
d_A, Approach Delay [s/veh]	0.33			0.00			32.17			20.42		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.72											
Intersection LOS	F											

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

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1427	951	277	832	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:	0	0	0	0	0	0	0	1427	951	277	832	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:	0	0	0	0	0	0	0	1427	951	277	832	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:	0	0	0	0	0	0	0	1427	951	277	832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1427	951	277	832	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:	0	0	0	0	0	0	0	1427	951	277	832	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.03	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	1.20	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2980	1920	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.50	0.09	0.16	0.00
Crit Moves:									****	****		

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	10	18	9	123	2	343	446	1053	2	9	765	213
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	18	9	123	2	343	446	1053	2	9	765	213
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	18	9	123	2	343	446	1053	2	9	765	213
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	1.04	1.00	1.00	1.00	1.00
PHF Volume:	10	18	9	123	2	343	446	1053	2	9	765	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	18	9	123	2	343	446	1053	2	9	765	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	18	9	123	2	343	446	1053	2	9	765	213
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	0.36	0.64	1.00	0.98	0.02	1.00	1.00	2.99	0.01	1.00	2.35	0.65
Final Sat.:	571	1029	1600	1574	26	1600	1600	4991	9	1600	3955	1045
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.21	0.28	0.21	0.22	0.01	0.19	0.20
OvlAdjV/S:						0.00						
Crit Moves:	****				****		****					****

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	19	11	29	36	3	104	65	1032	6	60	884	96
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	11	29	36	3	104	65	1032	6	60	884	96
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	11	29	36	3	104	65	1032	6	60	884	96
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:	19	11	29	36	3	104	65	1032	6	60	884	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	11	29	36	3	104	65	1032	6	60	884	96
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:	19	11	29	36	3	104	65	1032	6	60	884	96
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.28	0.72	1.00	0.03	0.97	1.00	2.98	0.02	1.00	2.71	0.29
Final Sat.:	1600	440	1160	1600	45	1555	1600	4972	28	1600	4530	470
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.07	0.07	0.04	0.21	0.22	0.04	0.20	0.20
Crit Moves:	****				****				****	****		

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

Intersection #4 Tustin Avenue at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	299	0	310	677	513	0	0	683	494
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	299	0	310	677	513	0	0	683	494
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	299	0	310	677	513	0	0	683	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	299	0	310	677	513	0	0	683	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	299	0	310	677	513	0	0	683	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	299	0	310	677	513	0	0	683	494
OvlAdjVol:						0						345
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.20	0.16	0.00	0.00	0.20	0.29
OvlAdjV/S:						0.00						0.20
Crit Moves:				****			****				****	

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	12	651	0	0	317	16	139	0	133	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:	12	651	0	0	317	16	139	0	133	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:	12	651	0	0	317	16	139	0	133	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:	12	651	0	0	317	16	139	0	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	651	0	0	317	16	139	0	133	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:	12	651	0	0	317	16	139	0	133	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3146	154	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.10	0.10	0.09	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****						****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	5	799	4	0	277	9	84	0	52	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:	5	799	4	0	277	9	84	0	52	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:	5	799	4	0	277	9	84	0	52	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:	5	799	4	0	277	9	84	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	799	4	0	277	9	84	0	52	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:	5	799	4	0	277	9	84	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3284	16	0	3199	101	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.25	0.00	0.09	0.09	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****					****					

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	292	254	79	0	610	171	63	1072	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:	0	0	0	292	254	79	0	610	171	63	1072	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:	0	0	0	292	254	79	0	610	171	63	1072	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:	0	0	0	292	254	79	0	610	171	63	1072	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	292	254	79	0	610	171	63	1072	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:	0	0	0	292	254	79	0	610	171	63	1072	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.53	0.47	0.00	2.34	0.66	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2541	759	0	3949	1051	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.10	0.10	0.00	0.15	0.16	0.04	0.32	0.00
Crit Moves:						****					****	

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

Intersection #8 I-5 NB Ramps at Fourth Street

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

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	198	0	173	0	0	0	62	834	0	0	899	963
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:	198	0	173	0	0	0	62	834	0	0	899	963
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:	198	0	173	0	0	0	62	834	0	0	899	963
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	0	0	0	0	62	834	0	0	899	963
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	0	0	0	0	62	834	0	0	899	963
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	0	0	0	0	0	62	834	0	0	899	963
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.02	0.25	0.00	0.00	0.26	0.60
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1 0	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	476	335	121	103	191	140	224	702	68	42	1278	138
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:	476	335	121	103	191	140	224	702	68	42	1278	138
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:	476	335	121	103	191	140	224	702	68	42	1278	138
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:	476	335	121	103	191	140	224	702	68	42	1278	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	335	121	103	191	140	224	702	68	42	1278	138
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:	476	335	121	103	191	140	224	702	68	42	1278	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.53	1.08	0.39	1.00	1.15	0.85	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	2457	1723	621	1600	1947	1353	1600	5100	1600	1600	4532	468
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.06	0.10	0.10	0.14	0.14	0.04	0.03	0.28	0.30
Crit Moves:			****			****	****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

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

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	183	2	168	39	6	36	6	841	49	76	1220	22
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:	183	2	168	39	6	36	6	841	49	76	1220	22
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:	183	2	168	39	6	36	6	841	49	76	1220	22
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:	183	2	168	39	6	36	6	841	49	76	1220	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	2	168	39	6	36	6	841	49	76	1220	22
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:	183	2	168	39	6	36	6	841	49	76	1220	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	0.01	0.99	0.49	0.07	0.44	1.00	2.83	0.17	1.00	2.95	0.05
Final Sat.:	1600	19	1581	770	119	711	1600	4736	264	1600	4915	85
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.02	0.05	0.05	0.00	0.18	0.19	0.05	0.25	0.26
Crit Moves:	****			****			****					****

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	27.7
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	103	116	989	1249	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	103	116	989	1249	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	29	247	312	19
Total Analysis Volume [veh/h]	0	103	116	989	1249	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.30	0.43	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	19.71	27.71	0.00	0.00	0.00
Movement LOS		C	D	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.22	2.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	30.48	50.49	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.71		2.91		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.07					
Intersection LOS	D					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	D

Street Name:	Tustin Avenue						Fourth Street					
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 2	1 0	2	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	107	753	250	451	452	158	237	796	65	176	902	404
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:	107	753	250	451	452	158	237	796	65	176	902	404
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:	107	753	250	451	452	158	237	796	65	176	902	404
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:	107	753	250	451	452	158	237	796	65	176	902	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	753	250	451	452	158	237	796	65	176	902	404
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:	107	753	250	451	452	158	237	796	65	176	902	404
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	1.00	2.25	0.75	2.00	2.00	1.00	1.00	2.77	0.23	1.00	2.07	0.93
Final Sat.:	1600	3804	1196	3200	3400	1600	1600	4638	362	1600	3515	1485
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.21	0.14	0.13	0.10	0.15	0.17	0.18	0.11	0.26	0.27
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	D

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1	0	1! 0 1	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	0	0	0	483	0	284	0	906	628	372	1193	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:	0	0	0	483	0	284	0	906	628	372	1193	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:	0	0	0	483	0	284	0	906	628	372	1193	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:	0	0	0	483	0	284	0	906	628	372	1193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	483	0	284	0	906	628	372	1193	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:	0	0	0	483	0	284	0	906	628	372	1193	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.89	0.00	1.11	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3023	0	1777	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.27	0.39	0.23	0.23	0.00
Crit Moves:						****			****	****		

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

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	D

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	321	0	260	0	0	0	345	1059	0	0	1236	807
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:	321	0	260	0	0	0	345	1059	0	0	1236	807
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:	321	0	260	0	0	0	345	1059	0	0	1236	807
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:	321	0	260	0	0	0	345	1059	0	0	1236	807
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	0	260	0	0	0	345	1059	0	0	1236	807
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:	321	0	260	0	0	0	345	1059	0	0	1236	807
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.66	xxxx	1.34	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	2818	0	2282	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.20	0.21	0.00	0.00	0.36	0.47
Crit Moves:			****				****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	71.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	31	1448	0	0	971	7	46	0	100	9	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	1448	0	0	971	7	46	0	100	9	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	362	0	0	243	2	12	0	25	2	0	3
Total Analysis Volume [veh/h]	31	1448	0	0	971	7	46	0	100	9	0	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.00	0.00	0.01	0.00	0.27	0.00	0.22	0.15	0.00	0.04
d_M, Delay for Movement [s/veh]	14.73	0.00	0.00	0.00	0.00	0.00	37.31	0.00	24.23	71.78	38.72	23.57
Movement LOS	B	A			A	A	E		C	F	E	C
95th-Percentile Queue Length [veh]	0.25	0.00	0.00	0.00	0.00	0.00	2.56	0.00	2.56	0.67	0.67	0.67
95th-Percentile Queue Length [ft]	6.25	0.00	0.00	0.00	0.00	0.00	64.00	0.00	64.00	16.67	16.67	16.67
d_A, Approach Delay [s/veh]	0.31			0.00			28.35			43.29		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	2.11											
Intersection LOS	F											

APPENDIX D-IV

YEAR 2019 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

AM Year 2019 Cumulative Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	802	990	388	800	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:	0	0	0	0	0	0	0	802	990	388	800	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:	0	0	0	0	0	0	0	802	990	388	800	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:	0	0	0	0	0	0	0	802	990	388	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	802	990	388	800	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:	0	0	0	0	0	0	0	802	990	388	800	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34	1.66	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2248	2652	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.37	0.12	0.16	0.00
Crit Moves:									****	****		

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	3	0	4	82	30	364	240	607	20	22	836	165
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:	3	0	4	82	30	364	240	607	20	22	836	165
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:	3	0	4	82	30	364	240	607	20	22	836	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:	3	0	4	82	30	364	240	607	20	22	836	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	4	82	30	364	240	607	20	22	836	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:	3	0	4	82	30	364	240	607	20	22	836	165
OvlAdjVol:						124						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.00	1.00	0.73	0.27	1.00	1.00	2.90	0.10	1.00	2.51	0.49
Final Sat.:	1600	0	1600	1171	429	1600	1600	4847	153	1600	4209	791
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.23	0.15	0.13	0.13	0.01	0.20	0.21
OvlAdjV/S:						0.08						
Crit Moves:			****			****	****					****

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	31	25	28	24	21	39	61	569	18	104	896	75
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:	31	25	28	24	21	39	61	569	18	104	896	75
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:	31	25	28	24	21	39	61	569	18	104	896	75
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:	31	25	28	24	21	39	61	569	18	104	896	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	25	28	24	21	39	61	569	18	104	896	75
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:	31	25	28	24	21	39	61	569	18	104	896	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.47	0.53	1.00	0.35	0.65	1.00	2.91	0.09	1.00	2.77	0.23
Final Sat.:	1600	755	845	1600	560	1040	1600	4853	147	1600	4629	371
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.02	0.04	0.04	0.04	0.12	0.12	0.07	0.19	0.20
Crit Moves:	****				****		****					****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Tustin Avenue at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	583	0	573	232	466	0	0	820	352
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	583	0	573	232	466	0	0	820	352
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	583	0	573	232	466	0	0	820	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	583	0	573	232	466	0	0	820	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	583	0	573	232	466	0	0	820	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	583	0	573	232	466	0	0	820	352
OvlAdjVol:						341						60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.07	0.14	0.00	0.00	0.24	0.21
OvlAdjV/S:						0.10						0.04
Crit Moves:				****			****				****	

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	92	406	0	0	479	184	69	0	52	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:	92	406	0	0	479	184	69	0	52	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:	92	406	0	0	479	184	69	0	52	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:	92	406	0	0	479	184	69	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	406	0	0	479	184	69	0	52	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:	92	406	0	0	479	184	69	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2412	888	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.00	0.20	0.21	0.04	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****					

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

Intersection #6 Cabrillo Park Drive at State Fund

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:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	24	501	1	0	636	105	6	0	9	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:	24	501	1	0	636	105	6	0	9	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:	24	501	1	0	636	105	6	0	9	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:	24	501	1	0	636	105	6	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	501	1	0	636	105	6	0	9	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:	24	501	1	0	636	105	6	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.72	0.28	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3294	6	0	2847	453	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.16	0.00	0.22	0.23	0.00	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****					****			****			

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	230	300	57	0	652	206	59	694	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:	0	0	0	230	300	57	0	652	206	59	694	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:	0	0	0	230	300	57	0	652	206	59	694	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:	0	0	0	230	300	57	0	652	206	59	694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	300	57	0	652	206	59	694	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:	0	0	0	230	300	57	0	652	206	59	694	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.68	0.32	0.00	2.28	0.72	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2789	511	0	3848	1152	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.11	0.11	0.00	0.17	0.18	0.04	0.20	0.00
Crit Moves:						****			****	****		

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

Intersection #8 I-5 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	185	0	325	0	0	0	55	828	0	0	529	538
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:	185	0	325	0	0	0	55	828	0	0	529	538
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:	185	0	325	0	0	0	55	828	0	0	529	538
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	0	0	0	0	0	55	828	0	0	529	538
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	0	0	0	0	0	55	828	0	0	529	538
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	0	0	0	0	0	55	828	0	0	529	538
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.02	0.24	0.00	0.00	0.16	0.34
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1 0	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	238	130	124	236	414	208	175	745	227	69	723	76
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:	238	130	124	236	414	208	175	745	227	69	723	76
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:	238	130	124	236	414	208	175	745	227	69	723	76
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:	238	130	124	236	414	208	175	745	227	69	723	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	130	124	236	414	208	175	745	227	69	723	76
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:	238	130	124	236	414	208	175	745	227	69	723	76
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.45	0.79	0.76	1.00	1.33	0.67	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	2315	1268	1217	1600	2230	1070	1600	5100	1600	1600	4543	457
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.15	0.19	0.19	0.11	0.15	0.14	0.04	0.16	0.17
Crit Moves:	****					****	****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	45	5	64	3	3	7	12	968	79	104	841	19
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	5	64	3	3	7	12	968	79	104	841	19
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:	45	5	64	3	3	7	12	968	79	104	841	19
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	5	64	3	3	7	12	968	79	104	841	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	5	64	3	3	7	12	968	79	104	841	19
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	5	64	3	3	7	12	968	79	104	841	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	0.07	0.93	0.23	0.23	0.54	1.00	2.77	0.23	1.00	2.93	0.07
Final Sat.:	1600	116	1484	369	369	862	1600	4638	362	1600	4894	106
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.00	0.01	0.01	0.01	0.21	0.22	0.07	0.17	0.18
Crit Moves:	****				****				****	****		

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	93	71	880	826	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	93	71	880	826	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	18	220	207	21
Total Analysis Volume [veh/h]	0	93	71	880	826	82
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.16	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.46	14.93	0.00	0.00	0.00
Movement LOS		B	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.72	0.58	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	18.08	14.51	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.46		1.11		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.23					
Intersection LOS	B					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Tustin Avenue						Fourth Street					
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	2	1 0	2 0	2 0	1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	62	215	260	617	1010	244	108	782	24	102	657	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	215	260	617	1010	244	108	782	24	102	657	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	215	260	617	1010	244	108	782	24	102	657	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	215	260	617	1010	244	108	782	24	102	657	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	215	260	617	1010	244	108	782	24	102	657	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	215	260	617	1010	244	108	782	24	102	657	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.91	0.09	1.00	2.21	0.79
Final Sat.:	1600	3400	1600	3200	3400	1600	1600	4857	143	1600	3735	1265
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.16	0.19	0.30	0.15	0.07	0.16	0.17	0.06	0.18	0.19
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.047
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1! 0	1	0	0	2	1	0	1	0	3	0	0
Volume Module:																	
Base Vol:	0	0	0	56	0	97	0	611	1018	526	1194	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:	0	0	0	56	0	97	0	611	1018	526	1194	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:	0	0	0	56	0	97	0	611	1018	526	1194	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:	0	0	0	56	0	97	0	611	1018	526	1194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	97	0	611	1018	526	1194	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:	0	0	0	56	0	97	0	611	1018	526	1194	0
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.10	0.00	1.90	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1757	0	3043	0	3400	1600	1600	5100	0
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.18	0.64	0.33	0.23	0.00
Crit Moves:						****			****	****		

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

Intersection #14 SR-55 NB Ramps at Fourth Street

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:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1! 0	1	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	405	0	322	0	0	0	211	429	0	0	1311	870
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:	405	0	322	0	0	0	211	429	0	0	1311	870
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:	405	0	322	0	0	0	211	429	0	0	1311	870
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:	405	0	322	0	0	0	211	429	0	0	1311	870
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	0	322	0	0	0	211	429	0	0	1311	870
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:	405	0	322	0	0	0	211	429	0	0	1311	870
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.67	0.00	1.33	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	2841	0	2259	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.12	0.08	0.00	0.00	0.39	0.51
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	94.7
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	9	858	0	0	1819	64	2	0	15	25	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	858	0	0	1819	64	2	0	15	25	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	215	0	0	455	16	1	0	4	6	0	9
Total Analysis Volume [veh/h]	9	858	0	0	1819	64	2	0	15	25	0	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.02	0.00	0.05	0.00	0.07	0.14	0.00	0.07
d_M, Delay for Movement [s/veh]	31.79	0.00	0.00	0.00	0.00	0.00	94.69	0.00	23.96	27.62	47.03	15.51
Movement LOS	D	A			A	A	F		C	D	E	C
95th-Percentile Queue Length [veh]	0.20	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.38	0.75	0.75	0.75
95th-Percentile Queue Length [ft]	4.97	0.00	0.00	0.00	0.00	0.00	9.45	0.00	9.45	18.77	18.77	18.77
d_A, Approach Delay [s/veh]	0.33			0.00			32.28			20.64		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.73											
Intersection LOS	F											

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

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1443	951	289	842	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:	0	0	0	0	0	0	0	1443	951	289	842	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:	0	0	0	0	0	0	0	1443	951	289	842	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:	0	0	0	0	0	0	0	1443	951	289	842	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1443	951	289	842	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:	0	0	0	0	0	0	0	1443	951	289	842	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.03	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.81	1.19	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2993	1907	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.50	0.09	0.17	0.00
Crit Moves:									****	****		

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	10	18	9	131	2	364	462	1053	2	9	765	226
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	18	9	131	2	364	462	1053	2	9	765	226
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	18	9	131	2	364	462	1053	2	9	765	226
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	1.04	1.00	1.00	1.00	1.00
PHF Volume:	10	18	9	131	2	364	462	1053	2	9	765	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	18	9	131	2	364	462	1053	2	9	765	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	18	9	131	2	364	462	1053	2	9	765	226
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	0.36	0.64	1.00	0.98	0.02	1.00	1.00	2.99	0.01	1.00	2.32	0.68
Final Sat.:	571	1029	1600	1576	24	1600	1600	4991	9	1600	3905	1095
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.23	0.29	0.21	0.22	0.01	0.20	0.21
OvlAdjV/S:						0.00						
Crit Moves:	****				****		****					****

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	19	11	29	36	3	104	65	1040	6	60	897	96
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	11	29	36	3	104	65	1040	6	60	897	96
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	11	29	36	3	104	65	1040	6	60	897	96
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:	19	11	29	36	3	104	65	1040	6	60	897	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	11	29	36	3	104	65	1040	6	60	897	96
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:	19	11	29	36	3	104	65	1040	6	60	897	96
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.28	0.72	1.00	0.03	0.97	1.00	2.98	0.02	1.00	2.71	0.29
Final Sat.:	1600	440	1160	1600	45	1555	1600	4972	28	1600	4536	464
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.07	0.07	0.04	0.21	0.22	0.04	0.20	0.21
Crit Moves:	****				****				****	****		

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

Intersection #4 Tustin Avenue at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	299	0	316	680	517	0	0	690	494
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	299	0	316	680	517	0	0	690	494
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	299	0	316	680	517	0	0	690	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	299	0	316	680	517	0	0	690	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	299	0	316	680	517	0	0	690	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	299	0	316	680	517	0	0	690	494
OvlAdjVol:						0						345
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.20	0.16	0.00	0.00	0.20	0.29
OvlAdjV/S:						0.00						0.20
Crit Moves:				****			****				****	

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	41	651	0	0	317	102	179	0	162	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:	41	651	0	0	317	102	179	0	162	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:	41	651	0	0	317	102	179	0	162	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:	41	651	0	0	317	102	179	0	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	651	0	0	317	102	179	0	162	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:	41	651	0	0	317	102	179	0	162	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2521	779	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.00	0.00	0.13	0.13	0.11	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****						****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0	0 0	1	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	5	839	4	0	363	9	84	0	52	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:	5	839	4	0	363	9	84	0	52	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:	5	839	4	0	363	9	84	0	52	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:	5	839	4	0	363	9	84	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	839	4	0	363	9	84	0	52	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:	5	839	4	0	363	9	84	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3285	15	0	3223	77	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.11	0.12	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****					****					

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	309	254	79	0	615	171	63	1075	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:	0	0	0	309	254	79	0	615	171	63	1075	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:	0	0	0	309	254	79	0	615	171	63	1075	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:	0	0	0	309	254	79	0	615	171	63	1075	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	309	254	79	0	615	171	63	1075	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:	0	0	0	309	254	79	0	615	171	63	1075	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.53	0.47	0.00	2.35	0.65	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2541	759	0	3956	1044	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.16	0.16	0.04	0.32	0.00
Crit Moves:						****					****	

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

Intersection #8 I-5 NB Ramps at Fourth Street

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

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	198	0	193	0	0	0	62	856	0	0	902	973
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:	198	0	193	0	0	0	62	856	0	0	902	973
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:	198	0	193	0	0	0	62	856	0	0	902	973
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	0	0	0	0	62	856	0	0	902	973
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	0	0	0	0	62	856	0	0	902	973
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	0	0	0	0	0	62	856	0	0	902	973
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.02	0.25	0.00	0.00	0.27	0.61
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1 0	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	489	338	144	103	197	140	224	702	109	81	1278	138
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:	489	338	144	103	197	140	224	702	109	81	1278	138
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:	489	338	144	103	197	140	224	702	109	81	1278	138
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:	489	338	144	103	197	140	224	702	109	81	1278	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	338	144	103	197	140	224	702	109	81	1278	138
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:	489	338	144	103	197	140	224	702	109	81	1278	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.51	1.04	0.45	1.00	1.17	0.83	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	2415	1672	713	1600	1971	1329	1600	5100	1600	1600	4532	468
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.06	0.10	0.11	0.14	0.14	0.07	0.05	0.28	0.30
Crit Moves:	****					****	****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

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

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	183	2	168	39	6	36	6	864	49	76	1259	22
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:	183	2	168	39	6	36	6	864	49	76	1259	22
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:	183	2	168	39	6	36	6	864	49	76	1259	22
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:	183	2	168	39	6	36	6	864	49	76	1259	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	2	168	39	6	36	6	864	49	76	1259	22
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:	183	2	168	39	6	36	6	864	49	76	1259	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	0.01	0.99	0.49	0.07	0.44	1.00	2.84	0.16	1.00	2.95	0.05
Final Sat.:	1600	19	1581	770	119	711	1600	4742	258	1600	4918	82
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.02	0.05	0.05	0.00	0.18	0.19	0.05	0.26	0.27
Crit Moves:	****				****		****					****

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	29.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.445

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	103	116	1012	1288	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	103	116	1012	1288	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	29	253	322	19
Total Analysis Volume [veh/h]	0	103	116	1012	1288	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.31	0.45	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	20.34	29.48	0.00	0.00	0.00
Movement LOS		C	D	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.27	2.15	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	31.68	53.83	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.34		3.03		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	D					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	D

Street Name:	Tustin Avenue						Fourth Street					
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	2 1	0	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	107	754	252	451	454	167	243	814	65	179	932	404
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:	107	754	252	451	454	167	243	814	65	179	932	404
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:	107	754	252	451	454	167	243	814	65	179	932	404
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:	107	754	252	451	454	167	243	814	65	179	932	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	754	252	451	454	167	243	814	65	179	932	404
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:	107	754	252	451	454	167	243	814	65	179	932	404
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	2.25	0.75	2.00	2.00	1.00	1.00	2.78	0.22	1.00	2.09	0.91
Final Sat.:	1600	3798	1202	3200	3400	1600	1600	4645	355	1600	3549	1451
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.21	0.14	0.13	0.10	0.15	0.18	0.18	0.11	0.26	0.28
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	D

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1! 0 1	0	0	2 1 0	1	0	3 0 0
Volume Module:												
Base Vol:	0	0	0	483	0	296	0	919	635	372	1215	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:	0	0	0	483	0	296	0	919	635	372	1215	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:	0	0	0	483	0	296	0	919	635	372	1215	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:	0	0	0	483	0	296	0	919	635	372	1215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	483	0	296	0	919	635	372	1215	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:	0	0	0	483	0	296	0	919	635	372	1215	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.86	0.01	1.13	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	2976	0	1824	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.27	0.40	0.23	0.24	0.00
Crit Moves:				****					****	****		

PM Year 2019 Cumulative Plus Project Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #14 SR-55 NB Ramps at Fourth Street

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

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1! 0	1	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	333	0	260	0	0	0	352	1065	0	0	1246	807
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:	333	0	260	0	0	0	352	1065	0	0	1246	807
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:	333	0	260	0	0	0	352	1065	0	0	1246	807
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:	333	0	260	0	0	0	352	1065	0	0	1246	807
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	0	260	0	0	0	352	1065	0	0	1246	807
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:	333	0	260	0	0	0	352	1065	0	0	1246	807
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.68	xxxx	1.32	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	2864	0	2236	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.37	0.47
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	72.9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.151

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	31	1455	0	0	983	7	46	0	100	9	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	1455	0	0	983	7	46	0	100	9	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	364	0	0	246	2	12	0	25	2	0	3
Total Analysis Volume [veh/h]	31	1455	0	0	983	7	46	0	100	9	0	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.00	0.00	0.01	0.00	0.27	0.00	0.22	0.15	0.00	0.04
d_M, Delay for Movement [s/veh]	14.87	0.00	0.00	0.00	0.00	0.00	38.18	0.00	24.77	72.88	39.24	23.83
Movement LOS	B	A			A	A	E		C	F	E	C
95th-Percentile Queue Length [veh]	0.25	0.00	0.00	0.00	0.00	0.00	2.62	0.00	2.62	0.68	0.68	0.68
95th-Percentile Queue Length [ft]	6.34	0.00	0.00	0.00	0.00	0.00	65.46	0.00	65.46	16.90	16.90	16.90
d_A, Approach Delay [s/veh]	0.31			0.00			29.00			43.90		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	2.14											
Intersection LOS	F											

APPENDIX D-V

BUILDOUT CUMULATIVE TRAFFIC CONDITIONS

AM Year 2040 Buildout Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1027	1040	382	1043	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:	0	0	0	0	0	0	0	1027	1040	382	1043	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:	0	0	0	0	0	0	0	1027	1040	382	1043	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:	0	0	0	0	0	0	0	1027	1040	382	1043	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1027	1040	382	1043	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:	0	0	0	0	0	0	0	1027	1040	382	1043	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	1.51	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2485	2415	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.43	0.12	0.20	0.00
Crit Moves:									****	****		

AM Year 2040 Buildout Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	3	0	5	128	32	450	340	946	21	24	1182	298
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:	3	0	5	128	32	450	340	946	21	24	1182	298
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:	3	0	5	128	32	450	340	946	21	24	1182	298
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:	3	0	5	128	32	450	340	946	21	24	1182	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	5	128	32	450	340	946	21	24	1182	298
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:	3	0	5	128	32	450	340	946	21	24	1182	298
OvlAdjVol:						110						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.00	1.00	0.80	0.20	1.00	1.00	2.93	0.07	1.00	2.40	0.60
Final Sat.:	1600	0	1600	1280	320	1600	1600	4896	104	1600	4034	966
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.28	0.21	0.19	0.20	0.02	0.29	0.31
OvlAdjV/S:						0.07						
Crit Moves:		****			****			****				****

AM Year 2040 Buildout Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	33	26	31	64	22	91	74	1027	20	109	1160	82
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	26	31	64	22	91	74	1027	20	109	1160	82
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	26	31	64	22	91	74	1027	20	109	1160	82
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	26	31	64	22	91	74	1027	20	109	1160	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	26	31	64	22	91	74	1027	20	109	1160	82
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	26	31	64	22	91	74	1027	20	109	1160	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	0.46	0.54	1.00	0.19	0.81	1.00	2.94	0.06	1.00	2.80	0.20
Final Sat.:	1600	730	870	1600	312	1288	1600	4908	92	1600	4683	317
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.07	0.07	0.05	0.21	0.22	0.07	0.25	0.26
Crit Moves:	****				****		****					****

AM Year 2040 Buildout Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #4 Tustin Avenue at First Street

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:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	652	0	603	243	810	0	0	1199	366
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	652	0	603	243	810	0	0	1199	366
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	652	0	603	243	810	0	0	1199	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	652	0	603	243	810	0	0	1199	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	652	0	603	243	810	0	0	1199	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	652	0	603	243	810	0	0	1199	366
OvlAdjVol:						360						40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.18	0.07	0.25	0.00	0.00	0.35	0.22
OvlAdjV/S:						0.11						0.02
Crit Moves:				****			****				****	

AM Year 2040 Buildout Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	88	796	0	0	740	169	9	0	9	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:	88	796	0	0	740	169	9	0	9	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:	88	796	0	0	740	169	9	0	9	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:	88	796	0	0	740	169	9	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	796	0	0	740	169	9	0	9	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:	88	796	0	0	740	169	9	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2705	595	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.00	0.27	0.28	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****					****	****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	25	809	1	0	652	110	6	0	9	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:	25	809	1	0	652	110	6	0	9	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:	25	809	1	0	652	110	6	0	9	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:	25	809	1	0	652	110	6	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	809	1	0	652	110	6	0	9	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:	25	809	1	0	652	110	6	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.71	0.29	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3296	4	0	2838	462	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.00	0.23	0.24	0.00	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****					****			****			

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	1 1	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	371	336	60	0	702	240	101	799	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:	0	0	0	371	336	60	0	702	240	101	799	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:	0	0	0	371	336	60	0	702	240	101	799	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:	0	0	0	371	336	60	0	702	240	101	799	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	371	336	60	0	702	240	101	799	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:	0	0	0	371	336	60	0	702	240	101	799	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.70	0.30	0.00	2.24	0.76	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2815	485	0	3777	1223	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.19	0.20	0.06	0.24	0.00
Crit Moves:						****			****	****		

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

Intersection #8 I-5 NB Ramps at Fourth Street

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:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	211	0	328	0	0	0	58	993	0	0	664	788
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:	211	0	328	0	0	0	58	993	0	0	664	788
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:	211	0	328	0	0	0	58	993	0	0	664	788
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	211	0	0	0	0	0	58	993	0	0	664	788
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	0	0	0	0	58	993	0	0	664	788
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	211	0	0	0	0	0	58	993	0	0	664	788
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.06		1.00	1.00 1.06		1.00	1.00 1.06		1.00	1.00 1.06		1.00
Lanes:	1.00 0.00		1.00	0.00 0.00		0.00	2.00 2.00		0.00	0.00 2.00		1.00
Final Sat.:	1600	0	1600	0	0	0	3200 3400		0	0 3400		1600
Capacity Analysis Module:												
Vol/Sat:	0.13 0.00		0.00	0.00 0.00		0.00	0.02 0.29		0.00	0.00 0.20		0.49
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1 0	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	403	260	136	373	502	233	201	915	147	81	887	193
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:	403	260	136	373	502	233	201	915	147	81	887	193
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:	403	260	136	373	502	233	201	915	147	81	887	193
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:	403	260	136	373	502	233	201	915	147	81	887	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	260	136	373	502	233	201	915	147	81	887	193
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:	403	260	136	373	502	233	201	915	147	81	887	193
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.51	0.98	0.51	1.00	1.37	0.63	1.00	3.00	1.00	1.00	2.46	0.54
Final Sat.:	2420	1562	818	1600	2286	1014	1600	5100	1600	1600	4142	858
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.23	0.22	0.23	0.13	0.18	0.09	0.05	0.21	0.22
Crit Moves:	****			****			****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	47	5	127	63	3	38	3	1275	117	71	1075	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:	47	5	127	63	3	38	3	1275	117	71	1075	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:	47	5	127	63	3	38	3	1275	117	71	1075	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:	47	5	127	63	3	38	3	1275	117	71	1075	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	5	127	63	3	38	3	1275	117	71	1075	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:	47	5	127	63	3	38	3	1275	117	71	1075	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	0.04	0.96	0.61	0.03	0.36	1.00	2.75	0.25	1.00	3.00	0.00
Final Sat.:	1600	61	1539	969	46	585	1600	4597	403	1600	5000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.04	0.06	0.07	0.00	0.28	0.29	0.04	0.22	0.00
Crit Moves:		****		****					****	****		

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	22.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	146	126	1310	1011	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	146	126	1310	1011	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	32	328	253	36
Total Analysis Volume [veh/h]	0	146	126	1310	1011	143
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.37	0.38	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	19.43	22.53	0.00	0.00	0.00
Movement LOS		C	C	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.68	1.74	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	41.91	43.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.43		1.98		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.07					
Intersection LOS	C					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Tustin Avenue						Fourth Street					
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 2	1 0	2	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	71	326	358	737	1130	267	185	1138	25	171	871	316
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	326	358	737	1130	267	185	1138	25	171	871	316
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	326	358	737	1130	267	185	1138	25	171	871	316
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	326	358	737	1130	267	185	1138	25	171	871	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	326	358	737	1130	267	185	1138	25	171	871	316
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	326	358	737	1130	267	185	1138	25	171	871	316
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.94	0.06	1.00	2.20	0.80
Final Sat.:	1600	3400	1600	3200	3400	1600	1600	4897	103	1600	3722	1278
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.22	0.23	0.33	0.17	0.12	0.23	0.24	0.11	0.23	0.25
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.306
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2	1 0	1 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	127	0	182	0	869	1340	566	1482	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:	0	0	0	127	0	182	0	869	1340	566	1482	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:	0	0	0	127	0	182	0	869	1340	566	1482	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:	0	0	0	127	0	182	0	869	1340	566	1482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	182	0	869	1340	566	1482	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:	0	0	0	127	0	182	0	869	1340	566	1482	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.23	0.00	1.77	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1973	0	2827	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.26	0.84	0.35	0.29	0.00
Crit Moves:				****					****	****		

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

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	604	0	378	0	0	0	317	703	0	0	1443	914
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:	604	0	378	0	0	0	317	703	0	0	1443	914
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:	604	0	378	0	0	0	317	703	0	0	1443	914
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:	604	0	378	0	0	0	317	703	0	0	1443	914
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	0	378	0	0	0	317	703	0	0	1443	914
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:	604	0	378	0	0	0	317	703	0	0	1443	914
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.85	xxxx	1.15	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	3137	0	1963	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.19	0.00	0.00	0.00	0.19	0.14	0.00	0.00	0.42	0.54
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	353.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.798

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	22	1108	0	0	2004	80	21	0	83	26	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	1108	0	0	2004	80	21	0	83	26	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	277	0	0	501	20	5	0	21	7	0	9
Total Analysis Volume [veh/h]	22	1108	0	0	2004	80	21	0	83	26	0	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.01	0.00	0.00	0.02	0.00	0.80	0.00	0.43	0.39	0.00	0.09
d_M, Delay for Movement [s/veh]	44.27	0.00	0.00	0.00	0.00	0.00	353.44	0.00	235.14	81.24	101.23	36.56
Movement LOS	E	A			A	A	F		F	F	F	E
95th-Percentile Queue Length [veh]	0.68	0.00	0.00	0.00	0.00	0.00	7.55	0.00	7.55	2.16	2.16	2.16
95th-Percentile Queue Length [ft]	17.05	0.00	0.00	0.00	0.00	0.00	188.78	0.00	188.78	54.12	54.12	54.12
d_A, Approach Delay [s/veh]	0.86			0.00			259.03			55.30		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	9.27											
Intersection LOS	F											

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

Intersection #1 I-5 SB On-Ramp at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 1	1	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1967	999	247	1176	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:	0	0	0	0	0	0	0	1967	999	247	1176	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:	0	0	0	0	0	0	0	1967	999	247	1176	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:	0	0	0	0	0	0	0	1967	999	247	1176	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1967	999	247	1176	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:	0	0	0	0	0	0	0	1967	999	247	1176	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.03	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.99	1.01	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3283	1617	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.62	0.08	0.23	0.00
Crit Moves:									****	****		

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	10	19	12	196	2	451	716	1535	2	9	1180	391
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	19	12	196	2	451	716	1535	2	9	1180	391
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	19	12	196	2	451	716	1535	2	9	1180	391
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	1.04	1.00	1.00	1.00	1.00
PHF Volume:	10	19	12	196	2	451	716	1535	2	9	1180	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	19	12	196	2	451	716	1535	2	9	1180	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	19	12	196	2	451	716	1535	2	9	1180	391
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	0.34	0.66	1.00	0.99	0.01	1.00	1.00	2.99	0.01	1.00	2.25	0.75
Final Sat.:	552	1048	1600	1584	16	1600	1600	4994	6	1600	3805	1195
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.12	0.12	0.28	0.45	0.31	0.32	0.01	0.31	0.33
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					****

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	19	12	30	100	3	148	76	1416	6	63	1298	106
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	12	30	100	3	148	76	1416	6	63	1298	106
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	12	30	100	3	148	76	1416	6	63	1298	106
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:	19	12	30	100	3	148	76	1416	6	63	1298	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	12	30	100	3	148	76	1416	6	63	1298	106
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:	19	12	30	100	3	148	76	1416	6	63	1298	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.29	0.71	1.00	0.02	0.98	1.00	2.99	0.01	1.00	2.77	0.23
Final Sat.:	1600	457	1143	1600	32	1568	1600	4980	20	1600	4638	362
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.06	0.09	0.09	0.05	0.28	0.30	0.04	0.28	0.29
Crit Moves:	****				****		****					****

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

Intersection #4 Tustin Avenue at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	354	0	520	947	766	0	0	898	541
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	354	0	520	947	766	0	0	898	541
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	354	0	520	947	766	0	0	898	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	354	0	520	947	766	0	0	898	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	354	0	520	947	766	0	0	898	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	354	0	520	947	766	0	0	898	541
OvlAdjVol:						0						364
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.28	0.23	0.00	0.00	0.26	0.32
OvlAdjV/S:						0.00						0.21
Crit Moves:				****			****				****	

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	13	1256	0	0	712	18	146	0	140	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:	13	1256	0	0	712	18	146	0	140	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:	13	1256	0	0	712	18	146	0	140	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:	13	1256	0	0	712	18	146	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1256	0	0	712	18	146	0	140	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:	13	1256	0	0	712	18	146	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3221	79	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.00	0.00	0.22	0.23	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	5	1260	4	0	630	9	88	0	55	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:	5	1260	4	0	630	9	88	0	55	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:	5	1260	4	0	630	9	88	0	55	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:	5	1260	4	0	630	9	88	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1260	4	0	630	9	88	0	55	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:	5	1260	4	0	630	9	88	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3290	10	0	3255	45	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.40	0.00	0.19	0.20	0.06	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****					****					

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	723	277	83	0	731	212	127	1223	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:	0	0	0	723	277	83	0	731	212	127	1223	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:	0	0	0	723	277	83	0	731	212	127	1223	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:	0	0	0	723	277	83	0	731	212	127	1223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	723	277	83	0	731	212	127	1223	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:	0	0	0	723	277	83	0	731	212	127	1223	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.54	0.46	0.00	2.33	0.67	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2562	738	0	3921	1079	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.11	0.11	0.00	0.19	0.20	0.08	0.36	0.00
Crit Moves:				****							****	

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

Intersection #8 I-5 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.099
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	281	0	290	0	0	0	65	1352	0	0	1115	1365
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:	281	0	290	0	0	0	65	1352	0	0	1115	1365
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:	281	0	290	0	0	0	65	1352	0	0	1115	1365
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	0	0	0	0	0	65	1352	0	0	1115	1365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	0	0	0	0	0	65	1352	0	0	1115	1365
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	0	0	0	0	0	65	1352	0	0	1115	1365
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.00	0.00	0.00	0.00	0.02	0.40	0.00	0.00	0.33	0.85
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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 1	0 1	0	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	650	506	243	299	302	135	252	1111	168	185	1671	321
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:	650	506	243	299	302	135	252	1111	168	185	1671	321
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:	650	506	243	299	302	135	252	1111	168	185	1671	321
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:	650	506	243	299	302	135	252	1111	168	185	1671	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	506	243	299	302	135	252	1111	168	185	1671	321
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:	650	506	243	299	302	135	252	1111	168	185	1671	321
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.39	1.09	0.52	1.00	1.38	0.62	1.00	3.00	1.00	1.00	2.52	0.48
Final Sat.:	2229	1737	835	1600	2311	989	1600	5100	1600	1600	4227	773
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.19	0.13	0.14	0.16	0.22	0.11	0.12	0.40	0.41
Crit Moves:	****			****			****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	192	2	196	144	6	91	88	1432	108	204	1877	183
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:	192	2	196	144	6	91	88	1432	108	204	1877	183
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:	192	2	196	144	6	91	88	1432	108	204	1877	183
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:	192	2	196	144	6	91	88	1432	108	204	1877	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2	196	144	6	91	88	1432	108	204	1877	183
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:	192	2	196	144	6	91	88	1432	108	204	1877	183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.01	0.99	0.60	0.02	0.38	1.00	2.79	0.21	1.00	2.73	0.27
Final Sat.:	1600	16	1584	956	40	604	1600	4663	337	1600	4574	426
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.09	0.15	0.15	0.06	0.31	0.32	0.13	0.41	0.43
Crit Moves:	****				****		****					****

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	1,131.5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.250

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	233	242	1766	2223	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	233	242	1766	2223	216
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	58	61	442	556	54
Total Analysis Volume [veh/h]	0	233	242	1766	2223	216
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.58	3.25	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	344.02	1131.54	0.00	0.00	0.00
Movement LOS		F	F	A	A	A
95th-Percentile Queue Length [veh]	0.00	16.09	24.63	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	402.21	615.70	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	344.02		136.37		0.00	
Approach LOS	F		F		A	
d_I, Intersection Delay [s/veh]	75.64					
Intersection LOS	F					

PM Year 2040 Buildout Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.243
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Tustin Avenue						Fourth Street					
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	2	1 0	2 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	115	912	378	652	596	373	401	1375	67	267	1784	471
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:	115	912	378	652	596	373	401	1375	67	267	1784	471
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:	115	912	378	652	596	373	401	1375	67	267	1784	471
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	912	378	652	596	373	401	1375	67	267	1784	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	912	378	652	596	373	401	1375	67	267	1784	471
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	912	378	652	596	373	401	1375	67	267	1784	471
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	2.12	0.88	2.00	2.00	1.00	1.00	2.86	0.14	1.00	2.37	0.63
Final Sat.:	1600	3593	1407	3200	3400	1600	1600	4777	223	1600	3997	1003
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.27	0.20	0.18	0.23	0.25	0.29	0.30	0.17	0.45	0.47
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.225
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	2 1 0	1	0	3 0 0
Volume Module:												
Base Vol:	0	0	0	603	0	293	0	1138	1166	412	1499	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:	0	0	0	603	0	293	0	1138	1166	412	1499	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:	0	0	0	603	0	293	0	1138	1166	412	1499	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:	0	0	0	603	0	293	0	1138	1166	412	1499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	603	0	293	0	1138	1166	412	1499	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:	0	0	0	603	0	293	0	1138	1166	412	1499	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.18	0.00	0.33	0.73	0.26	0.29	0.00
Crit Moves:				****					****	****		

PM Year 2040 Buildout Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.082
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	874	0	311	0	0	0	511	1398	0	0	1549	807
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:	874	0	311	0	0	0	511	1398	0	0	1549	807
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:	874	0	311	0	0	0	511	1398	0	0	1549	807
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:	874	0	311	0	0	0	511	1398	0	0	1549	807
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	874	0	311	0	0	0	511	1398	0	0	1549	807
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:	874	0	311	0	0	0	511	1398	0	0	1549	807
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	3400	0	1700	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.18	0.00	0.00	0.00	0.30	0.27	0.00	0.00	0.46	0.47
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	2,147.3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.517

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	66	1806	0	0	1351	47	97	0	279	9	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	1806	0	0	1351	47	97	0	279	9	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	452	0	0	338	12	24	0	70	2	0	3
Total Analysis Volume [veh/h]	66	1806	0	0	1351	47	97	0	279	9	0	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.02	0.00	0.00	0.01	0.00	1.29	0.00	0.85	2.52	0.00	0.05
d_M, Delay for Movement [s/veh]	24.46	0.00	0.00	0.00	0.00	0.00	600.34	0.00	563.58	2147.28	1206.31	1155.49
Movement LOS	C	A			A	A	F		F	F	F	F
95th-Percentile Queue Length [veh]	1.03	0.00	0.00	0.00	0.00	0.00	29.75	0.00	29.75	3.83	3.83	3.83
95th-Percentile Queue Length [ft]	25.72	0.00	0.00	0.00	0.00	0.00	743.68	0.00	743.68	95.82	95.82	95.82
d_A, Approach Delay [s/veh]	0.86			0.00			573.07			1561.22		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	68.55											
Intersection LOS	F											

APPENDIX D-VI

BUILDOUT CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

AM Year 2040 Buildout Plus Project Traffic Conditions
2-16-3755 The Madison, Santa Ana

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

Intersection #1 I-5 SB On-Ramp at First Street

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:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 1	2 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1031	1040	400	1058	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:	0	0	0	0	0	0	0	1031	1040	400	1058	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:	0	0	0	0	0	0	0	1031	1040	400	1058	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:	0	0	0	0	0	0	0	1031	1040	400	1058	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1031	1040	400	1058	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:	0	0	0	0	0	0	0	1031	1040	400	1058	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	1.51	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2490	2410	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.43	0.13	0.21	0.00
Crit Moves:									****	****		

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

Intersection #2 Cabrillo Park Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	3	0	5	139	32	482	344	946	21	24	1182	301
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:	3	0	5	139	32	482	344	946	21	24	1182	301
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:	3	0	5	139	32	482	344	946	21	24	1182	301
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:	3	0	5	139	32	482	344	946	21	24	1182	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	5	139	32	482	344	946	21	24	1182	301
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:	3	0	5	139	32	482	344	946	21	24	1182	301
OvlAdjVol:						138						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.00	1.00	0.81	0.19	1.00	1.00	2.93	0.07	1.00	2.39	0.61
Final Sat.:	1600	0	1600	1301	299	1600	1600	4896	104	1600	4026	974
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.30	0.22	0.19	0.20	0.02	0.29	0.31
OvlAdjV/S:						0.09						
Crit Moves:			****		****			****				****

AM Year 2040 Buildout Plus Project Traffic Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	33	26	31	64	22	91	74	1038	20	109	1163	82
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	26	31	64	22	91	74	1038	20	109	1163	82
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	26	31	64	22	91	74	1038	20	109	1163	82
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	26	31	64	22	91	74	1038	20	109	1163	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	26	31	64	22	91	74	1038	20	109	1163	82
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	26	31	64	22	91	74	1038	20	109	1163	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	0.46	0.54	1.00	0.19	0.81	1.00	2.94	0.06	1.00	2.80	0.20
Final Sat.:	1600	730	870	1600	312	1288	1600	4909	91	1600	4684	316
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.04	0.07	0.07	0.05	0.21	0.22	0.07	0.25	0.26
Crit Moves:	****				****		****					****

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

Intersection #4 Tustin Avenue at First Street

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:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	652	0	605	248	816	0	0	1201	366
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	652	0	605	248	816	0	0	1201	366
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	652	0	605	248	816	0	0	1201	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	652	0	605	248	816	0	0	1201	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	652	0	605	248	816	0	0	1201	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	652	0	605	248	816	0	0	1201	366
OvlAdjVol:						357						40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.18	0.07	0.25	0.00	0.00	0.35	0.22
OvlAdjV/S:						0.11						0.02
Crit Moves:				****			****				****	

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

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:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	96	796	0	0	740	192	69	0	53	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:	96	796	0	0	740	192	69	0	53	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:	96	796	0	0	740	192	69	0	53	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:	96	796	0	0	740	192	69	0	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	796	0	0	740	192	69	0	53	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:	96	796	0	0	740	192	69	0	53	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.59	0.41	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2641	659	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.00	0.28	0.29	0.04	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****					

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

Intersection #6 Cabrillo Park Drive at State Fund

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:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	25	869	1	0	675	110	6	0	9	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:	25	869	1	0	675	110	6	0	9	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:	25	869	1	0	675	110	6	0	9	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:	25	869	1	0	675	110	6	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	869	1	0	675	110	6	0	9	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:	25	869	1	0	675	110	6	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.72	0.28	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3296	4	0	2852	448	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.27	0.00	0.24	0.25	0.00	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****					****			****			

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	376	336	60	0	703	240	101	803	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:	0	0	0	376	336	60	0	703	240	101	803	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:	0	0	0	376	336	60	0	703	240	101	803	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:	0	0	0	376	336	60	0	703	240	101	803	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	376	336	60	0	703	240	101	803	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:	0	0	0	376	336	60	0	703	240	101	803	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.70	0.30	0.00	2.24	0.76	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2815	485	0	3778	1222	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.19	0.20	0.06	0.24	0.00
Crit Moves:						****			****	****		

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

Intersection #8 I-5 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	211	0	333	0	0	0	58	999	0	0	668	804
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:	211	0	333	0	0	0	58	999	0	0	668	804
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:	211	0	333	0	0	0	58	999	0	0	668	804
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	0	0	0	0	0	58	999	0	0	668	804
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	0	0	0	0	58	999	0	0	668	804
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	0	0	0	0	0	58	999	0	0	668	804
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.00	0.00	0.00	0.00	0.02	0.29	0.00	0.00	0.20	0.50
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

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

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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 1	0 1	0	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	423	265	171	373	504	233	201	915	158	91	887	193
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:	423	265	171	373	504	233	201	915	158	91	887	193
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:	423	265	171	373	504	233	201	915	158	91	887	193
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:	423	265	171	373	504	233	201	915	158	91	887	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	265	171	373	504	233	201	915	158	91	887	193
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:	423	265	171	373	504	233	201	915	158	91	887	193
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.47	0.93	0.60	1.00	1.37	0.63	1.00	3.00	1.00	1.00	2.46	0.54
Final Sat.:	2358	1482	960	1600	2288	1012	1600	5100	1600	1600	4142	858
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.23	0.22	0.23	0.13	0.18	0.10	0.06	0.21	0.22
Crit Moves:	****			****			****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	47	5	127	63	3	38	3	1310	117	71	1085	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:	47	5	127	63	3	38	3	1310	117	71	1085	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:	47	5	127	63	3	38	3	1310	117	71	1085	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:	47	5	127	63	3	38	3	1310	117	71	1085	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	5	127	63	3	38	3	1310	117	71	1085	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:	47	5	127	63	3	38	3	1310	117	71	1085	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	0.04	0.96	0.61	0.03	0.36	1.00	2.75	0.25	1.00	3.00	0.00
Final Sat.:	1600	61	1539	969	46	585	1600	4606	394	1600	5000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.04	0.06	0.07	0.00	0.28	0.30	0.04	0.22	0.00
Crit Moves:		****		****					****	****		

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	22.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	146	126	1345	1021	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	146	126	1345	1021	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	32	336	255	36
Total Analysis Volume [veh/h]	0	146	126	1345	1021	143
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.37	0.39	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	19.60	22.84	0.00	0.00	0.00
Movement LOS		C	C	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.69	1.77	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	42.36	44.15	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.60		1.96		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.06					
Intersection LOS	C					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Tustin Avenue						Fourth Street					
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	2	1 0	2 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	71	328	361	737	1131	269	193	1165	25	172	879	316
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	328	361	737	1131	269	193	1165	25	172	879	316
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	328	361	737	1131	269	193	1165	25	172	879	316
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	328	361	737	1131	269	193	1165	25	172	879	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	328	361	737	1131	269	193	1165	25	172	879	316
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	328	361	737	1131	269	193	1165	25	172	879	316
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.94	0.06	1.00	2.21	0.79
Final Sat.:	1600	3400	1600	3200	3400	1600	1600	4899	101	1600	3731	1269
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.23	0.23	0.33	0.17	0.12	0.24	0.25	0.11	0.24	0.25
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.313
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	127	0	185	0	889	1350	566	1488	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:	0	0	0	127	0	185	0	889	1350	566	1488	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:	0	0	0	127	0	185	0	889	1350	566	1488	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:	0	0	0	127	0	185	0	889	1350	566	1488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	185	0	889	1350	566	1488	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:	0	0	0	127	0	185	0	889	1350	566	1488	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.22	0.00	1.78	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1954	0	2846	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.00	0.26	0.84	0.35	0.29	0.00
Crit Moves:				****					****	****		

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

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	Level Of Service:	E

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1! 0	1	0	0 0	0 0	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	607	0	378	0	0	0	327	712	0	0	1446	914
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:	607	0	378	0	0	0	327	712	0	0	1446	914
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:	607	0	378	0	0	0	327	712	0	0	1446	914
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:	607	0	378	0	0	0	327	712	0	0	1446	914
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	607	0	378	0	0	0	327	712	0	0	1446	914
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:	607	0	378	0	0	0	327	712	0	0	1446	914
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.85	0.00	1.15	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	3143	0	1957	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.19	0.00	0.00	0.00	0.19	0.14	0.00	0.00	0.43	0.54
Crit Moves:			****				****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	356.9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	22	1118	0	0	2007	80	21	0	83	26	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	1118	0	0	2007	80	21	0	83	26	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	280	0	0	502	20	5	0	21	7	0	9
Total Analysis Volume [veh/h]	22	1118	0	0	2007	80	21	0	83	26	0	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.01	0.00	0.00	0.02	0.00	0.80	0.00	0.43	0.39	0.00	0.09
d_M, Delay for Movement [s/veh]	44.44	0.00	0.00	0.00	0.00	0.00	356.86	0.00	237.73	83.02	102.62	37.52
Movement LOS	E	A			A	A	F		F	F	F	E
95th-Percentile Queue Length [veh]	0.68	0.00	0.00	0.00	0.00	0.00	7.58	0.00	7.58	2.21	2.21	2.21
95th-Percentile Queue Length [ft]	17.12	0.00	0.00	0.00	0.00	0.00	189.57	0.00	189.57	55.15	55.15	55.15
d_A, Approach Delay [s/veh]	0.86			0.00			261.78			56.60		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	9.35											
Intersection LOS	F											

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

Intersection #1 I-5 SB On-Ramp at First Street

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:	I-5 SB On-Ramp						First Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 1	1	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1983	999	259	1186	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:	0	0	0	0	0	0	0	1983	999	259	1186	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:	0	0	0	0	0	0	0	1983	999	259	1186	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:	0	0	0	0	0	0	0	1983	999	259	1186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1983	999	259	1186	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:	0	0	0	0	0	0	0	1983	999	259	1186	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.03	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.99	1.01	2.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3292	1608	3200	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.62	0.08	0.23	0.00
Crit Moves:									****	****		

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

Intersection #2 Cabrillo Park Drive at First Street

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

Street Name:	Cabrillo Park Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			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	0 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	10	19	12	204	2	472	732	1535	2	9	1180	404
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	19	12	204	2	472	732	1535	2	9	1180	404
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	19	12	204	2	472	732	1535	2	9	1180	404
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	1.04	1.00	1.00	1.00	1.00
PHF Volume:	10	19	12	204	2	472	732	1535	2	9	1180	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	19	12	204	2	472	732	1535	2	9	1180	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	19	12	204	2	472	732	1535	2	9	1180	404
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	0.34	0.66	1.00	0.99	0.01	1.00	1.00	2.99	0.01	1.00	2.23	0.77
Final Sat.:	552	1048	1600	1584	16	1600	1600	4994	6	1600	3776	1224
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.13	0.13	0.30	0.46	0.31	0.32	0.01	0.31	0.33
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					****

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

Intersection #3 Golden Circle Drive at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Golden Circle Drive						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	19	12	30	100	3	148	76	1424	6	63	1311	106
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	12	30	100	3	148	76	1424	6	63	1311	106
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	12	30	100	3	148	76	1424	6	63	1311	106
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:	19	12	30	100	3	148	76	1424	6	63	1311	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	12	30	100	3	148	76	1424	6	63	1311	106
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:	19	12	30	100	3	148	76	1424	6	63	1311	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.29	0.71	1.00	0.02	0.98	1.00	2.99	0.01	1.00	2.78	0.22
Final Sat.:	1600	457	1143	1600	32	1568	1600	4980	20	1600	4641	359
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.06	0.09	0.09	0.05	0.29	0.30	0.04	0.28	0.30
Crit Moves:	****				****		****					****

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

Intersection #4 Tustin Avenue at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Tustin Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 1	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	354	0	526	950	770	0	0	905	541
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	354	0	526	950	770	0	0	905	541
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	354	0	526	950	770	0	0	905	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	354	0	526	950	770	0	0	905	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	354	0	526	950	770	0	0	905	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	354	0	526	950	770	0	0	905	541
OvlAdjVol:						0						364
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.03	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1600	1700	3400	0	3400	3400	3300	0	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.28	0.23	0.00	0.00	0.27	0.32
OvlAdjV/S:						0.00						0.21
Crit Moves:				****			****				****	

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

Intersection #5 Cabrillo Park Drive at Xerox Centre

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Cabrillo Park Drive						Xerox Centre					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	42	1256	0	0	712	104	186	0	169	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:	42	1256	0	0	712	104	186	0	169	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:	42	1256	0	0	712	104	186	0	169	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:	42	1256	0	0	712	104	186	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1256	0	0	712	104	186	0	169	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:	42	1256	0	0	712	104	186	0	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	2892	408	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.00	0.25	0.25	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****					****					

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

Intersection #6 Cabrillo Park Drive at State Fund

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Cabrillo Park Drive						State Fund					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	5	1300	4	0	716	9	88	0	55	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:	5	1300	4	0	716	9	88	0	55	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:	5	1300	4	0	716	9	88	0	55	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:	5	1300	4	0	716	9	88	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1300	4	0	716	9	88	0	55	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:	5	1300	4	0	716	9	88	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	1.99	0.01	0.00	1.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3290	10	0	3260	40	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.41	0.00	0.22	0.23	0.06	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****					****					

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

Intersection #7 I-5 SB Off-Ramp/Mabury Street at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	I-5 SB Off-Ramp/Mabury Street						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	740	277	83	0	736	212	127	1226	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:	0	0	0	740	277	83	0	736	212	127	1226	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:	0	0	0	740	277	83	0	736	212	127	1226	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:	0	0	0	740	277	83	0	736	212	127	1226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	740	277	83	0	736	212	127	1226	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:	0	0	0	740	277	83	0	736	212	127	1226	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	2.00	1.54	0.46	0.00	2.33	0.67	1.00	2.00	0.00
Final Sat.:	0	0	0	3200	2562	738	0	3927	1073	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.11	0.11	0.00	0.19	0.20	0.08	0.36	0.00
Crit Moves:				****							****	

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

Intersection #8 I-5 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			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	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	281	0	310	0	0	0	65	1374	0	0	1118	1375
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:	281	0	310	0	0	0	65	1374	0	0	1118	1375
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:	281	0	310	0	0	0	65	1374	0	0	1118	1375
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	0	0	0	0	0	65	1374	0	0	1118	1375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	0	0	0	0	0	65	1374	0	0	1118	1375
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	0	0	0	0	0	65	1374	0	0	1118	1375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	0	1600	0	0	0	3200	3400	0	0	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.00	0.00	0.00	0.00	0.02	0.40	0.00	0.00	0.33	0.86
Crit Moves:	****						****					****

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

Intersection #9 Cabrillo Park Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Cabrillo Park Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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 1	0 1	0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	663	509	266	299	308	135	252	1111	209	224	1671	321
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:	663	509	266	299	308	135	252	1111	209	224	1671	321
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:	663	509	266	299	308	135	252	1111	209	224	1671	321
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:	663	509	266	299	308	135	252	1111	209	224	1671	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	663	509	266	299	308	135	252	1111	209	224	1671	321
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:	663	509	266	299	308	135	252	1111	209	224	1671	321
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.39	1.06	0.55	1.00	1.39	0.61	1.00	3.00	1.00	1.00	2.52	0.48
Final Sat.:	2214	1699	887	1600	2325	975	1600	5100	1600	1600	4227	773
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.19	0.13	0.14	0.16	0.22	0.13	0.14	0.40	0.41
Crit Moves:			****	****			****					****

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

Intersection #10 Golden Circle Drive at Fourth Street

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

Street Name:	Golden Circle Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	192	2	196	144	6	91	88	1455	108	204	1916	183
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:	192	2	196	144	6	91	88	1455	108	204	1916	183
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:	192	2	196	144	6	91	88	1455	108	204	1916	183
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:	192	2	196	144	6	91	88	1455	108	204	1916	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2	196	144	6	91	88	1455	108	204	1916	183
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:	192	2	196	144	6	91	88	1455	108	204	1916	183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	0.01	0.99	0.60	0.02	0.38	1.00	2.79	0.21	1.00	2.74	0.26
Final Sat.:	1600	16	1584	956	40	604	1600	4668	332	1600	4582	418
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.09	0.15	0.15	0.06	0.31	0.33	0.13	0.42	0.44
Crit Moves:	****				****		****					****

Intersection Level Of Service Report
Intersection 11: Park Center Drive at Fourth Street

Control Type:	Two-way stop	Delay (sec / veh):	1,205.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.405

Intersection Setup

Name	Park Center Drive		Fourth Street		Fourth Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Park Center Drive		Fourth Street		Fourth Street	
Base Volume Input [veh/h]	0	233	242	1789	2262	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	233	242	1789	2262	216
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	58	61	447	566	54
Total Analysis Volume [veh/h]	0	233	242	1789	2262	216
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.63	3.41	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	366.34	1205.44	0.00	0.00	0.00
Movement LOS		F	F	A	A	A
95th-Percentile Queue Length [veh]	0.00	16.50	25.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	412.60	624.92	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	366.34		143.63		0.00	
Approach LOS	F		F		A	
d_I, Intersection Delay [s/veh]	79.52					
Intersection LOS	F					

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.254
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Tustin Avenue						Fourth Street					
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	2	1 0	2 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	115	913	380	652	598	382	407	1393	67	270	1814	471
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:	115	913	380	652	598	382	407	1393	67	270	1814	471
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:	115	913	380	652	598	382	407	1393	67	270	1814	471
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	913	380	652	598	382	407	1393	67	270	1814	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	913	380	652	598	382	407	1393	67	270	1814	471
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	913	380	652	598	382	407	1393	67	270	1814	471
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	2.12	0.88	2.00	2.00	1.00	1.00	2.86	0.14	1.00	2.38	0.62
Final Sat.:	1600	3589	1411	3200	3400	1600	1600	4780	220	1600	4011	989
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.27	0.20	0.18	0.24	0.25	0.29	0.30	0.17	0.45	0.48
Crit Moves:			****	****			****					****

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

Intersection #13 SR-55 SB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.230
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR-55 SB Ramps						Fourth Street					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	603	0	305	0	1151	1173	412	1521	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:	0	0	0	603	0	305	0	1151	1173	412	1521	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:	0	0	0	603	0	305	0	1151	1173	412	1521	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:	0	0	0	603	0	305	0	1151	1173	412	1521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	603	0	305	0	1151	1173	412	1521	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:	0	0	0	603	0	305	0	1151	1173	412	1521	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3188	0	1612	0	3400	1600	1600	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.34	0.73	0.26	0.30	0.00
Crit Moves:						****			****	****		

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

Intersection #14 SR-55 NB Ramps at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR-55 NB Ramps						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	886	0	311	0	0	0	518	1404	0	0	1559	807
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:	886	0	311	0	0	0	518	1404	0	0	1559	807
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:	886	0	311	0	0	0	518	1404	0	0	1559	807
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:	886	0	311	0	0	0	518	1404	0	0	1559	807
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	886	0	311	0	0	0	518	1404	0	0	1559	807
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:	886	0	311	0	0	0	518	1404	0	0	1559	807
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	3400	0	1700	0	0	0	1700	5100	0	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.18	0.00	0.00	0.00	0.30	0.28	0.00	0.00	0.46	0.47
Crit Moves:	****						****					****

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	2,335.1
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.710

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	66	1813	0	0	1363	47	97	0	279	9	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	1813	0	0	1363	47	97	0	279	9	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	453	0	0	341	12	24	0	70	2	0	3
Total Analysis Volume [veh/h]	66	1813	0	0	1363	47	97	0	279	9	0	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.02	0.00	0.00	0.01	0.00	1.32	0.00	0.86	2.71	0.00	0.05
d_M, Delay for Movement [s/veh]	24.82	0.00	0.00	0.00	0.00	0.00	618.31	0.00	580.56	2335.13	1318.25	1265.98
Movement LOS	C	A			A	A	F		F	F	F	F
95th-Percentile Queue Length [veh]	1.05	0.00	0.00	0.00	0.00	0.00	30.07	0.00	30.07	3.88	3.88	3.88
95th-Percentile Queue Length [ft]	26.16	0.00	0.00	0.00	0.00	0.00	751.80	0.00	751.80	97.03	97.03	97.03
d_A, Approach Delay [s/veh]	0.87			0.00			590.30			1703.36		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	70.81											
Intersection LOS	F											

APPENDIX D-VII

BUILDOUT CUMULATIVE PLUS PROJECT WITH MITIGATION TRAFFIC CONDITIONS

AM Year 2040 Buildout Plus Project Traffic Conditions - Mitigation
2-16-3755 The Madison, Santa Ana

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

Intersection #11 Park Center Drive at Fourth Street

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

Street Name:	Park Center Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	146	126	1345	0	0	1021	143
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	0	0	146	126	1345	0	0	1021	143
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	0	0	146	126	1345	0	0	1021	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	146	126	1345	0	0	1021	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	146	126	1345	0	0	1021	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	146	126	1345	0	0	1021	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	3.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	0	0	1600	1600	5100	0	0	4410	590
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.09	0.08	0.26	0.00	0.00	0.23	0.24
Crit Moves:						****	****					****

AM Year 2040 Buildout Plus Project Traffic Conditions - Mitigation
2-16-3755 The Madison, Santa Ana

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Tustin Avenue						Fourth Street					
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	3 0	1	2 0	2 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	71	328	361	737	1131	269	193	1165	25	172	879	316
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	328	361	737	1131	269	193	1165	25	172	879	316
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	328	361	737	1131	269	193	1165	25	172	879	316
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	328	361	737	1131	269	193	1165	25	172	879	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	328	361	737	1131	269	193	1165	25	172	879	316
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	328	361	737	1131	269	193	1165	25	172	879	316
OvlAdjVol:			189									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	5100	1600	3200	3400	1600	3200	4899	101	1600	5100	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.23	0.23	0.33	0.17	0.06	0.24	0.25	0.11	0.17	0.20
OvlAdjV/S:			0.12									
Crit Moves:	****			****					****	****		

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	45.9
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.201

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	22	1118	0	0	2007	80	21	0	83	26	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	26	0	-21	0	0	-26	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	1118	0	0	2033	80	0	0	83	0	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	280	0	0	508	20	0	0	21	0	0	9
Total Analysis Volume [veh/h]	22	1118	0	0	2033	80	0	0	83	0	0	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.01	0.00	0.00	0.02	0.00	0.00	0.00	0.44	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	45.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.83	0.00	0.00	14.77
Movement LOS	E	A			A	A			E			B
95th-Percentile Queue Length [veh]	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.02	0.00	0.00	0.29
95th-Percentile Queue Length [ft]	17.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.48	0.00	0.00	7.28
d_A, Approach Delay [s/veh]	0.89			0.00			37.83			14.77		
Approach LOS	A			A			E			B		
d_I, Intersection Delay [s/veh]	1.39											
Intersection LOS	E											

PM Year 2040 Buildout Plus Project Traffic Conditions - Mitigation
2-16-3755 The Madison, Santa Ana

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

Intersection #11 Park Center Drive at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Park Center Drive						Fourth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	233	242	1789	0	0	2262	216
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	0	0	233	242	1789	0	0	2262	216
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	0	0	233	242	1789	0	0	2262	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	233	242	1789	0	0	2262	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	233	242	1789	0	0	2262	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	233	242	1789	0	0	2262	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	3.00	0.00	0.00	2.74	0.26
Final Sat.:	0	0	0	0	0	1600	1600	5100	0	0	4582	418
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.15	0.35	0.00	0.00	0.49	0.52
Crit Moves:						****	****					****

PM Year 2040 Buildout Plus Project Traffic Conditions - Mitigation
2-16-3755 The Madison, Santa Ana

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

Intersection #12 Tustin Avenue at Fourth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	E

Street Name:	Tustin Avenue						Fourth Street					
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 3	0 1	2	0 2	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	115	913	380	652	598	382	407	1393	67	270	1814	471
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:	115	913	380	652	598	382	407	1393	67	270	1814	471
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:	115	913	380	652	598	382	407	1393	67	270	1814	471
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	913	380	652	598	382	407	1393	67	270	1814	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	913	380	652	598	382	407	1393	67	270	1814	471
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	913	380	652	598	382	407	1393	67	270	1814	471
OvlAdjVol:			110									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.00	1.00	1.06	1.00	1.00	1.04	1.00	1.00	1.06	1.00
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	1600	5100	1600	3200	3400	1600	3200	4780	220	1600	5100	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.24	0.20	0.18	0.24	0.13	0.29	0.30	0.17	0.36	0.29
OvlAdjV/S:			0.07									
Crit Moves:	****			****			****				****	

Intersection Level Of Service Report
Intersection 15: Tustin Avenue at Sixth Street

Control Type:	Two-way stop	Delay (sec / veh):	58.2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

Intersection Setup

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tustin Avenue			Tustin Avenue			Sixth Street			Sixth Street		
Base Volume Input [veh/h]	66	1813	0	0	1363	47	97	0	279	9	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	9	0	-97	0	0	-9	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	1813	0	0	1372	47	0	0	279	0	0	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	453	0	0	343	12	0	0	70	0	0	3
Total Analysis Volume [veh/h]	66	1813	0	0	1372	47	0	0	279	0	0	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.86	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	25.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	58.23	0.00	0.00	20.90
Movement LOS	D	A			A	A			F			C
95th-Percentile Queue Length [veh]	1.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.85	0.00	0.00	0.17
95th-Percentile Queue Length [ft]	26.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	196.31	0.00	0.00	4.28
d_A, Approach Delay [s/veh]	0.88			0.00			58.23			20.90		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	5.06											
Intersection LOS	F											