

SR-74 Lower Ortega Highway Widening Project

Traffic Study Report

City of San Juan Capistrano
Orange County, California
12-ORA-74 PM 1.0/2.1

EA No. 086920
EFIS 1200000051

Prepared for the State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.



December 2018

This page intentionally left blank

SR-74 Lower Ortega Highway Widening Project Traffic Study Report

City of San Juan Capistrano
Orange County, California
12-ORA-74 PM 1.0/2.1

EA No. 086920
EFIS 1200000051

Prepared By: 
Ambarish Mukherjee, PE, AICP
Associate
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507
(951) 781-9310

Date: 12/14/2018



December 2018

This page intentionally left blank

Table of Contents

1. INTRODUCTION	1-1
1.1. Study Overview and Methodology	1-1
1.1.1. Study Area	1-1
1.1.2. Methodology	1-2
1.2. Performance Criteria.....	1-2
1.3. Project Alternatives	1-3
1.3.1. No Build Alternative	1-3
1.3.2. Build Alternative 2 (Preferred Alternative)	1-3
1.4. Chapter 1.0 List of Figures and Tables.....	1-4
2. TRANSPORTATION SETTING	2-1
2.1. Existing Conditions	2-1
2.2. Future Roadway Network	2-1
2.3. Traffic Forecasts	2-1
2.3.1. Opening Year (2025) and Design Year (2045) No Build Conditions	2-2
2.3.2. Opening Year (2025) and Design Year (2045) Build Alternative 2 Conditions	2-3
2.4. Chapter 2.0 List of Figures.....	2-3
3. TRAFFIC ANALYSIS	3-1
3.1. Measures of Effectiveness.....	3-1
3.2. Traffic Forecasts	3-1
3.3. Existing Conditions Levels of Service	3-1
3.4. Opening Year (2025) No Build and Build Alternative 2 Conditions Levels of Service	3-1
3.5. Design Year (2045) No Build And Build Alternative 2 Conditions Levels of Service	3-2
3.6. Chapter 3.0 List of Tables.....	3-2
4. SPECIAL ISSUES	4-1
4.1. Speed.....	4-1
4.2. Traffic Diversion Analysis.....	4-1
4.3. Collision Analysis.....	4-1
4.4. Vehicle Miles Traveled Analysis	4-1
4.5. SR-241 Extension	4-2
4.6. Chapter 4.0 List of Figures and Tables.....	4-2
5. REFERENCES	5-1

List of Figures

Figure 1-1: Regional and Project Location.....	1-5
Figure 1-2: Study Area Intersections	1-7
Figure 2-1: Existing (2018) Peak Hour Traffic Volumes.....	2-5
Figure 2-2: Design Year (2045) Roadway Network	2-7
Figure 2-3: Opening Year (2025) No Build Peak Hour Traffic Volumes.....	2-9
Figure 2-4: Opening Year (2025) Build Peak Hour Traffic Volumes	2-11

Figure 2-5: Design Year (2045) No Build Peak Hour Traffic Volumes2-13
Figure 2-6: Design Year (2045) Build Peak Hour Traffic Volumes.....2-15
Figure 2-7: Roadway Segment Average Daily Traffic Volumes2-17
Figure 4-1: Traffic Diversion ADT Volumes4-3
Figure 4-2: Accidents per Million Vehicle Miles within Study Area4-5
Figure 4-3: Total Injuries within the Study Area4-5
Figure 4-4: Total Accidents within the Study Area4-7

List of Tables

Table 1-A: Level of Service Definitions, Intersections..... 1-9
Table 1-B: Level of Service Definitions, Roadways 1-10
Table 1-C: Level of Service Criteria, Unsignalized and Signalized Intersections 1-11
Table 1-D: Level of Service Criteria, Multi-lane Highways at 55 mph 1-11
Table 3-A: Existing (2018) Intersection Levels of Service3-3
Table 3-B: Existing (2018) Roadway Segment Levels of Service – AM Peak Hour3-4
Table 3-C: Existing (2018) Roadway Segment Levels of Service – PM Peak Hour3-5
Table 3-D: Opening Year (2025) Intersection Levels of Service.....3-5
Table 3-E: Opening Year (2025) Roadway Segment Levels of Service – AM Peak Hour.....3-7
Table 3-F: Opening Year (2025) Roadway Segment Levels of Service – PM Peak Hour3-7
Table 3-G: Design Year (2045) Intersection Levels of Service3-8
Table 3-H: Design Year (2045) Roadway Segment Levels of Service – AM Peak Hour3-9
Table 3-I: Design Year (2045) Roadway Segment Levels of Service – PM Peak Hour.....3-9
Table 4-A: Existing (2018) Daily Speed Summary (based on Speed Survey).....4-9
Table 4-B: Existing (2018) Peak Hour Speed Summary.....4-10
Table 4-C: Opening Year (2025) Peak Hour Speed Summary.....4-11
Table 4-D: Design Year (2045) Peak Hour Speed Summary4-12
Table 4-E: Design Year (2045) VMT Estimate.....4-13
Table 4-F: Design Year (2045) Daily Volume Comparison Without and With the SR-241
Extension4-14

List of Appendices

- Appendix A. Traffic Counts, Speed Counts
- Appendix B. Volume Development Worksheets
- Appendix C. Intersection LOS Worksheets
- Appendix D. Caltrans Traffic Accident Surveillance and Analysis System Data
- Appendix E. Speed Calculation Worksheets

1. INTRODUCTION

The purpose of this Traffic Study Report (TSR) is to document the traffic analysis for the State Route 74 (SR-74) Lower Ortega Highway Widening Project between Post Mile (PM) 1.0 and PM 2.1 in the City of San Juan Capistrano (City) and an unincorporated portion of Orange County (County).

The proposed project is in the City and unincorporated land in Orange County on SR-74. The total length of the project is 1.1 miles.

The State of California Department of Transportation (Caltrans) proposes to widen the existing two-lane highway to four lanes with shoulders and median on SR-74 from Calle Entradero (PM 1.0) to the City and County limit (City/County limit). In addition, restriping and pavement restoration will begin at the City/County line to Reata Road (PM 2.1). Class II bicycle facilities are planned and would be provided on each side of the roadway as part of the 5 foot-wide paved shoulders throughout the project limits. The existing sidewalk on the south side of SR-74 would be maintained in its existing location, with the exception of a portion of sidewalk at the intersection of Via Cordova, where the sidewalk would be shifted to the south and reconstructed to provide for the right-turn pocket at this intersection. A new sidewalk would be constructed to the east beyond Avenida Siega and would connect to the planned County sidewalk system to provide continuity and would be consistent with City and County goals. Figure 1-1 shows the project location. (All figures and tables are at the end of each chapter.)

An Environmental Impact Report (EIR) was previously prepared for the proposed project and was certified in November 2009. The City and the Hunt Club filed a joint lawsuit, citing inadequate analyses in the EIR. Negotiations between the parties resulted in a Settlement Agreement. Caltrans prepared a California Environmental Quality Act (CEQA) Re-Validation to the certified EIR to incorporate certain project features and improvements that were negotiated in the Settlement Agreement. As a result of the final determination of the project's effect on the environment and the Settlement Agreement, the CEQA and NEPA environmental documents will analyze and discuss only the Preferred Alternative (Build Alternative 2), the project design modification to the Preferred Alternative included in the CEQA Re-Validation, and the No Build Alternative.

1.1. Study Overview and Methodology

This TSR evaluates existing, opening year (2025), and design year (2045) traffic conditions by comparing the No Build Alternative to the Build Alternative in the study area.

1.1.1. Study Area

The proposed project spans 1.1 miles from Calle Entradero on the western end of the project limit to the City's eastern border. To fully assess the effects of the proposed project on the surrounding roadway network, the study area includes the following intersections and roadway segments:

Intersections

1. La Novia Avenue/SR-74
2. Belford Drive/SR-74
3. Sundance Drive/SR-74

4. Avenida Victoria-Via Cuartel/SR-74
5. Avenida Linda Vista/SR-74
6. Calle Entradero/SR-74
7. Hunt Club Drive-Via Cordova/SR-74
8. Via Cristal/SR-74
9. Strawberry Lane/SR-74
10. Via Errecarte/SR-74
11. Shadetree Lane-Avenida Siega/SR-74
12. Reata Road/SR-74
13. Antonio Parkway-La Pata Avenue/SR-74

SR-74 Roadway Segments

1. Between Calle Entradero and Hunt Club Drive/Via Cordova
2. Between Hunt Club Drive/Via Cordova and Via Cristal
3. Between Via Cristal and Strawberry Lane
4. Between Strawberry Lane and Via Errecarte
5. Between Via Errecarte and Shadetree Lane/Avenida Siega

Intersections and roadway segments of the TSR are consistent with intersections and roadway segments evaluated in the approved *State Route 74 Lower Ortega Highway Widening Traffic Study* (Austin-Foust Associates, Inc., 2008) prepared in support of the previous EIR and provided by Caltrans staff. Figure 1-2 illustrates the study area intersections.

1.1.2. Methodology

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS), which are defined using the letter grades A through F. These levels recognize that, while an absolute limit exists to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

Highway Capacity Manual 6th Edition (HCM 6) analysis methodologies were used to determine intersection levels of service for all study area intersections. Intersection LOS was calculated using Synchro 10 software, which uses HCM 6 methodologies. The HCM establishes levels of service A through F for intersections and roadways as shown in Tables 1-A and 1-B, respectively.

Table 1-C shows the level of service criteria for unsignalized and signalized intersections based on HCM criteria and Table 1-D shows the level of service criteria for roadway segments, based on Caltrans criteria.

1.2. Performance Criteria

Study intersections and roadway segments analyzed in this report are all under the jurisdiction of Caltrans. Caltrans considers an acceptable level of service to be between LOS C and D at all

intersections (delay of 45 seconds at signalized intersections and delay of 30 seconds at unsignalized intersections). Similarly, Caltrans considers an acceptable level of service to be between LOS C and D at all roadway segments (volume-to-capacity ratio of 0.78).

1.3. Project Alternatives

Two project alternatives are analyzed in this TSR: The No Build Alternative and Build Alternative 2 (Preferred Alternative).

1.3.1. No Build Alternative

The No Build Alternative does not include improvements to the existing SR-74; therefore, SR-74 would be maintained in its existing two-lane condition and would continue to be used by commuters, recreation traffic, and commercial trucks. The No Build Alternative is not consistent with regional and local transportation plans, would not alleviate existing and projected congestion in the study area, and would not meet the project purpose and need. The No Build Alternative serves as the baseline against which to evaluate the effects of the Preferred Alternative.

1.3.2. Build Alternative 2 (Preferred Alternative)

As discussed previously, two 12-foot general purpose lanes in each direction and a painted median are located at the eastern portion of the project area. Alternative 2 would widen this segment of the existing SR-74, primarily on the north side of the roadway, to minimize the removal of mature trees and to avoid the removal of the existing sidewalk on the south side of SR-74. The existing sidewalk on the north side of SR-74 between Calle Entradero and Via Cordova to the north would be reconstructed. The existing meandering sidewalk would be reconstructed as a straight sidewalk (not curvilinear) within the existing public right-of-way. This alternative would result in the roadbed changing from the current varying width of 62.3 feet at Calle Entradero and 24.6 feet at the City/County Line to a width varying from 78 to 79 feet, including lanes, shoulders, and median. A paved 5-foot wide shoulder would be provided on each side of the roadway to accommodate Class II (striped, on-road) bicycle facilities, except from Avenida Siega to the City/County limits, where the shoulder would transition to an 8-foot wide shoulder to merge with the County portion of the project. The edge of the pavement would have concrete curbs on each side of the roadway. The proposed additional lanes, shoulders, median, drainages, driveways, and sidewalk have been developed consistent with the standards in the 6th Edition *Caltrans Highway Design Manual*, or latest edition.

1.3.2.1. Intersection Improvements

There are five roadways that intersect with SR-74 from the south within the project limits: Calle Entradero, Via Cordova, Via Cristal, Via Errecarte, and Avenida Siega. North of SR-74, Via Cordova becomes Hunt Club Drive and Avenida Siega becomes Shade Tree Lane. Additionally, to the north, Palm Hill Drive and Toyon Drive provide access to private property. Each intersection would be modified/widened to accommodate the additional lanes, median, and shoulders. At intersections where there are existing right-turn pockets (Via Cordova and Via Cristal), the right-turn pocket would remain. No new intersections are proposed.

1.3.2.2. Driveways

There are 11 existing driveways on SR-74's north side within the project limits. Each of the 11 driveways would be modified to meet the grade of the widened roadway and to include

reconstruction of the curb return. These driveways would be designed to maintain sight distance. Along the south side east of the project limits, there are currently two paved driveways. These would be paved and modified for compliance with the Americans with Disabilities Act (ADA). No new driveways are proposed.

1.3.2.3. Pedestrian and Bicycle Facilities

The existing sidewalk on the south side of SR-74 would be maintained in its current location with the exception of a portion of sidewalk at the intersection of Via Cordova, where the sidewalk would be shifted to the south and reconstructed to provide for the right-turn pocket at this intersection. A new sidewalk would be constructed to the east beyond Avenida Siega and would connect to the planned County sidewalk system to provide continuity, and would be consistent with City and County goals.

Class II bicycle facilities are planned and would be provided on each side of the roadway as part of the 5-foot wide paved shoulders throughout the project limits. These facilities would be in conformance with the Orange County Transportation Authority (OCTA) Commuters Bikeways Strategic Plan. The City's General Plan states in its Circulation Element that there is the need to promote an extensive public bicycle, pedestrian, and equestrian trails network. These bicycle facilities would comply with the City's goals.

1.3.2.4. Signals and Lighting

Currently, there are no traffic signals within the project limits. Based on the Settlement Agreement, a four-way traffic signal at the intersection of SR-74 and Hunt Club Drive/Via Cordova would be constructed. Installation of the traffic signal would require a Temporary Construction Easement (TCE) on both north and south sides of SR-74 and Hunt Club Drive/Via Cordova.

1.4. Chapter 1.0 List of Figures and Tables

Figures

- Figure 1-1: Regional and Project Location
- Figure 1-2: Study Area Intersections

Tables

- Table 1-A: Level of Service Definitions, Intersections
- Table 1-B: Level of Service Definitions, Roadways
- Table 1-C: Level of Service Criteria, Unsignalized and Signalized Intersections
- Table 1-D: Level of Service Criteria, Multi-lane Highways at 55 mph

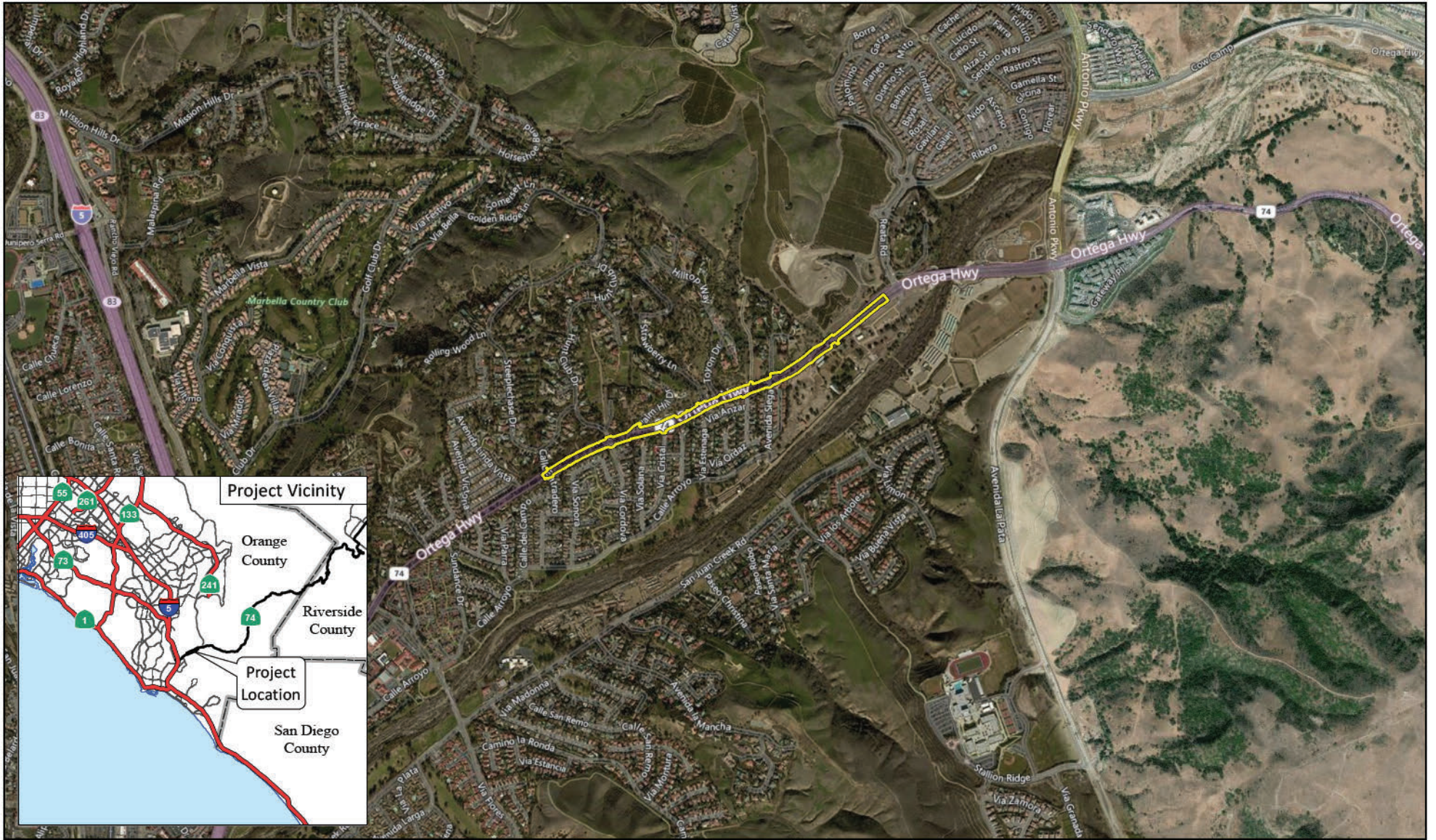
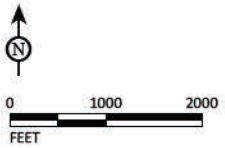


FIGURE 1-1

LEGEND
 Project Area

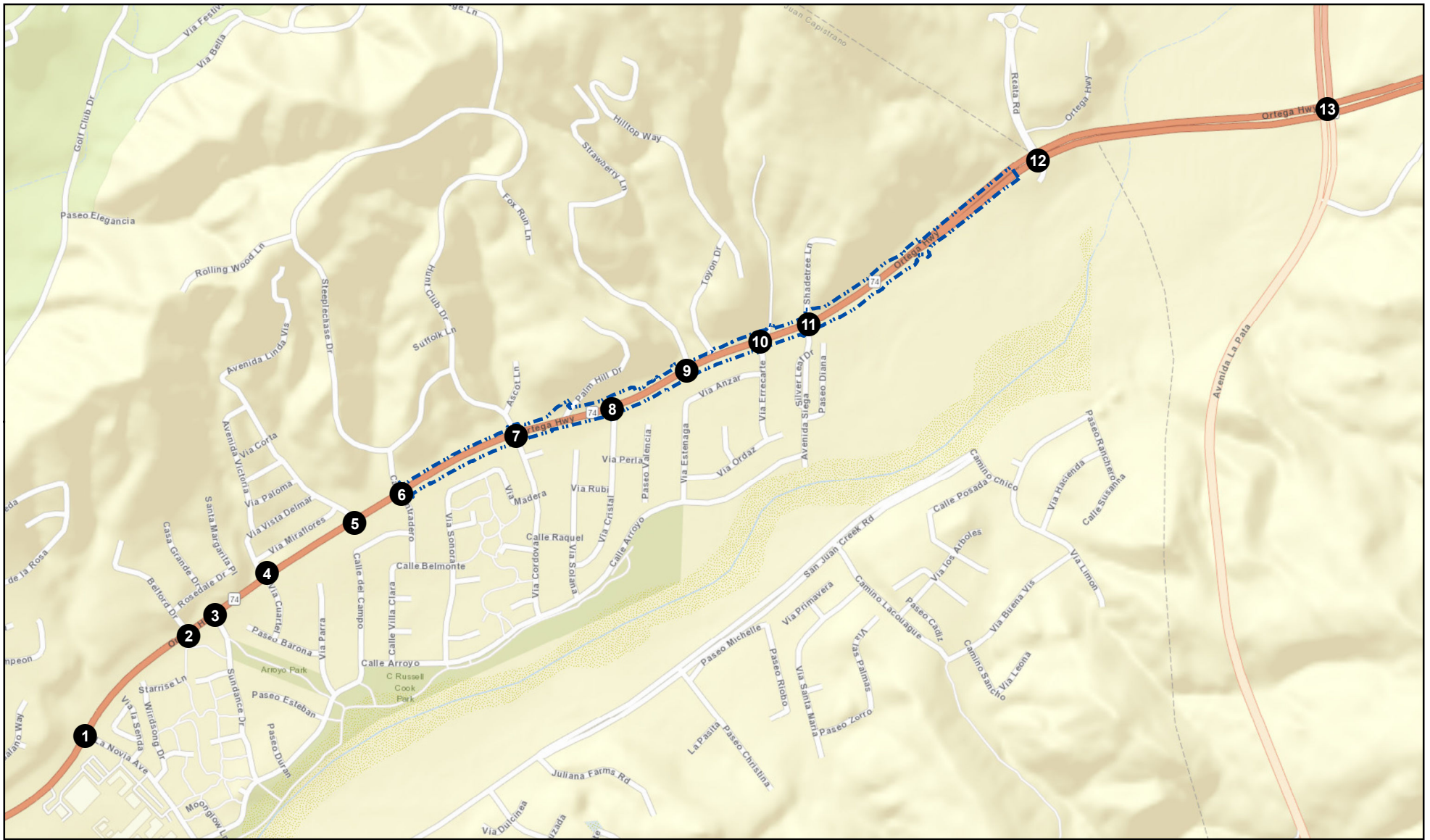


SOURCE: Bing Aerial, 2015

I:\CDT1609.33 Lower 74 Traffic\Reports\Traffic\fig1-1_RegLoc.mxd (12/3/2018)

SR-74 Lower Ortega Highway Widening Project
 Traffic Study Report
 Regional and Project Location

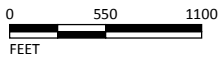
This page intentionally left blank



LEGEND

 Project Area

 Study Area Intersection



SOURCE: ESRI

I:\CDT1609.33 Lower 74 Traffic\Reports\Traffic\fig1-2_Intersections.mxd (12/3/2018)

FIGURE 1-2

SR-74 Lower Ortega Highway Widening Project
 Traffic Study Report
 Study Area Intersections

This page intentionally left blank

Table 1-A: Level of Service Definitions, Intersections

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

Source: Transportation Research Board. Highway Capacity Manual, 6th Edition, 2016.

Table 1-B: Level of Service Definitions, Roadways

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 85% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary is not significant. The travel speed is between 67% and 85% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersection. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersection. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersection, as indicated by high delay and extensive queuing. The travel speed is between 30% or less of the base free-flow speed, and the volume-to-capacity ratio is greater than 1.0.

Source: Transportation Research Board. Highway Capacity Manual, 6th Edition, 2016.

Table 1-C: Level of Service Criteria, Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (seconds)	Signalized Intersection Average Delay per Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Transportation Research Board. Highway Capacity Manual, 6th Edition, 2016.

Table 1-D: Level of Service Criteria, Multi-lane Highways at 55 mph

Level of Service	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum v/c	Maximum Service Flow Rate (pc/hr/ln)
A	11	55.0	0.29	600
B	18	55.0	0.47	990
C	26	54.9	0.68	1430
D	35	52.9	0.88	1850
E	41	51.2	1.00	2100

Source: Caltrans Guide for the Preparation of Traffic Impact Studies, December 2002.

mph = miles per hour

pc/mi/ln = passenger cars/mile/lane

v/c = volume to capacity

This page intentionally left blank

2. TRANSPORTATION SETTING

2.1. Existing Conditions

Existing (2018) traffic volumes were developed at intersections and roadway segments using peak hour intersection turning movement counts and daily roadway segment counts, respectively. Wiltec collected all traffic counts on Tuesday, March 27, 2018 (see Appendix A). The daily roadway traffic counts were grouped by Federal Highway Administration vehicle classification standards to reflect the types of vehicles counted accurately. Because the TSR evaluates traffic operations under peak-hour conditions only, heavy vehicle¹ counts for the a.m. and p.m. peak hours were extracted from the daily counts. All heavy vehicles along SR-74 have been grouped together and a passenger car equivalent (PCE) factor of 2 has been applied to convert all heavy vehicles to PCEs, consistent with the PCE conversion factor recommended in HCM 6. Additionally, because there is nominal loss in traffic between the study intersections, the traffic volumes between all study intersections were balanced to maintain consistency of flow. Figure 2-1 illustrates the existing (2018) peak-hour intersection volumes in PCEs. The roadway segment volumes developed in this analysis are total two-way daily volumes (non-PCE) for the five study roadway segments.

Appendix B provides detailed volume development worksheets.

2.2. Future Roadway Network

The year 2040 constrained roadway network within the Orange County Transportation Analysis Model (OCTAM) has been used as the base network for the proposed project. The model roadway network includes the extension of SR-241 from the existing terminus at Oso Parkway to Interstate 5 (I-5). Based on discussions with Caltrans, this extension was removed from the analysis in the model to evaluate a worst-case scenario for the proposed project. Specifically, SR-241 was modeled to terminate where it ends today at Oso Parkway, and a new four-lane arterial, Los Patrones Parkway, was modeled from SR-241 and Oso Parkway to Cow Camp Road (currently under construction). Figure 2-2 illustrates the future roadway network under the Build conditions. In the Build conditions, the roadway network along SR-74 contains four 12-foot through lanes and one 12-foot center median.

2.3. Traffic Forecasts

Existing (2018) traffic counts and forecast data from OCTAM were used to develop traffic volumes for all forecast conditions. Typically, for forecast conditions, Caltrans requires a minimum 20-year design timeline for the traffic operations analysis. Based on discussions with Caltrans staff, the forecast design year conditions analysis has been determined to be for year 2045 conditions. The current forecast year in OCTAM is year 2040. As such, forecast year 2045 conditions were extrapolated from OCTAM 2040 forecasts for each scenario.

¹ Heavy vehicles include categories 4 through 16 of the Federal Highway Administration vehicle classification.

2.3.1. Opening Year (2025) and Design Year (2045) No Build Conditions

Based on discussions with Caltrans, the year 2040 constrained OCTAM scenario was used to develop opening year and year 2045 volumes. As discussed in Section 2.2, SR-241 was modeled to terminate at Oso Parkway and a new four-lane arterial, Los Patrones Parkway, was modeled from SR-241 and Oso Parkway to Cow Camp Road (currently under construction).

To develop year 2045 no build traffic volumes, the model data are required to be post-processed using methodology consistent with Southern California Association of Governments procedures for post-processing of modeled traffic volumes. Prior to post-processing the model data, the existing counts and the model scenarios were adjusted to reflect traffic volumes under similar roadway network conditions. To adjust existing counts, the base (2012) no build model under existing network was compared with the base (2012) no build model under future constrained network. The percentage difference in traffic volumes (through traffic along SR-74) was applied to existing counts to develop adjusted existing (2018) traffic volumes. The base (2012) model under future constrained network and the future (2040) no build model under future constrained network were then used to post-process model volumes. The following describes the methodology used to post-process model volumes to develop the peak-hour intersection volumes for the design year 2045 no build conditions.

1. The difference between the modeled 2012 and 2040 peak hour directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over a 28-year period.
2. The incremental growth in approach and departure volumes between 2012 and 2040 was factored in to reflect the forecast growth between the year of adjusted existing counts (2018) and year 2045. Linear growth between the year 2012 base condition and the forecast year 2040 condition was assumed. Because the increment between 2018 and 2045 is 27 years of the 28-year time span, a factor of 0.96 (i.e., 27/28) was used.
3. The forecast growth in approach and departure volumes to 2045 was added to the 2018 adjusted existing counts, resulting in post-processed forecast year 2045 link volumes.
4. Design year 2045 turn volumes were developed using adjusted existing counts and the future approach and departure volumes, based on methodologies contained in the *National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982).

Because the post-processed forecast year turning movement volumes include total vehicles, total PCE volumes were developed by applying existing truck percentages to the forecast year turning-movement volumes. In addition, it was observed that forecast year turn-movement volumes decrease for certain movements at some of the study intersections. This could be due to differences in production and attraction factors, or due to some of the cumulative projects included in the interim year scenarios not being included in the model or being modeled differently. These turning-movement volumes were adjusted by applying a total growth factor of 5 percent to adjusted existing traffic volumes to account for the increase in traffic volumes at these locations from existing to year 2045 conditions. Figure 2-5 illustrates the design year (2045) no build peak hour intersection volumes in PCEs.

Design year 2045 no build conditions daily roadway segment volumes were developed following the same methodology as described above for intersections. Figure 2-7 illustrates the design year (2045) no build roadway segment volumes.

Opening year (2025) no build conditions traffic volumes were developed by interpolating between adjusted existing (2018) traffic volumes and the design year (2045) no build conditions traffic volumes. Figure 2-3 illustrates the opening year (2025) no build peak hour intersection volumes in PCEs. Figure 2-7 illustrates the opening year (2025) no build roadway segment volumes.

2.3.2. Opening Year (2025) and Design Year (2045) Build Alternative 2 Conditions

Opening year (2025) and Design year (2045) build Alternative 2 condition traffic volumes were developed using the same methodology as was used for the No Build Alternative. To adjust existing counts, the base (2012) no build model under existing network was compared with the base (2012) build model under future constrained network. The percentage difference in traffic volumes (through traffic along SR-74) was applied to existing counts to develop adjusted existing (2018) traffic volumes. The base (2012) build model under future constrained network and the future (2040) build model under constrained network was then used to post-process model volumes. Figure 2-4 illustrates the opening year (2025) build peak hour intersection volumes in PCEs. Figure 2-6 illustrates the design year (2045) build peak hour intersection volumes in PCEs. Figure 2-7 illustrates the design year (2045) and opening year (2025) build roadway segment volumes.

The Build condition analyses include the proposed traffic signal at the intersection of Hunt Club Drive-Via Cordova/SR-74, which is part of Build Alternative 2.

2.4. Chapter 2.0 List of Figures

- Figure 2-1: Existing (2018) Peak Hour Traffic Volumes
- Figure 2-2: Design Year (2045) Roadway Network
- Figure 2-3: Opening Year (2025) No Build Peak Hour Traffic Volumes
- Figure 2-4: Opening Year (2025) Build Peak Hour Traffic Volumes
- Figure 2-5: Design Year (2045) No Build Peak Hour Traffic Volumes
- Figure 2-6: Design Year (2045) Build Peak Hour Traffic Volumes
- Figure 2-7: Roadway Segment Average Daily Traffic Volumes

This page intentionally left blank



<p>1 La Novia Avenue/State Route 74</p> <table border="1"> <tr><td>1159 / 1604</td><td>↑ 1747 / 1095</td></tr> <tr><td>238 / 176</td><td>↓ 223 / 131</td></tr> <tr><td>396 / 240</td><td>↔</td></tr> <tr><td>249 / 172</td><td>↔</td></tr> </table>	1159 / 1604	↑ 1747 / 1095	238 / 176	↓ 223 / 131	396 / 240	↔	249 / 172	↔	<p>2 Belford Drive/State Route 74</p> <table border="1"> <tr><td>14 / 25</td><td>↑ 28 / 32</td></tr> <tr><td>1394 / 1751</td><td>↓ 10 / 5</td></tr> <tr><td>3 / 2</td><td>↔</td></tr> <tr><td>1942 / 1194</td><td>↔</td></tr> </table>	14 / 25	↑ 28 / 32	1394 / 1751	↓ 10 / 5	3 / 2	↔	1942 / 1194	↔	<p>3 Sundance Drive/State Route 74</p> <table border="1"> <tr><td>1394 / 1741</td><td>↑ 1940 / 1194</td></tr> <tr><td>10 / 15</td><td>↓ 27 / 9</td></tr> <tr><td>5 / 2</td><td>↔</td></tr> <tr><td>19 / 6</td><td>↔</td></tr> </table>	1394 / 1741	↑ 1940 / 1194	10 / 15	↓ 27 / 9	5 / 2	↔	19 / 6	↔	<p>4 Avenida Victoria - Via Cuartel/State Route 74</p> <table border="1"> <tr><td>1 / 26</td><td>↑ 10 / 9</td></tr> <tr><td>1405 / 1706</td><td>↓ 1955 / 1193</td></tr> <tr><td>7 / 15</td><td>↔ 4 / 2</td></tr> <tr><td>8 / 0</td><td>↔</td></tr> </table>	1 / 26	↑ 10 / 9	1405 / 1706	↓ 1955 / 1193	7 / 15	↔ 4 / 2	8 / 0	↔	<p>5 Avenida Linda Vista/State Route 74</p> <table border="1"> <tr><td>4 / 12</td><td>↑ 15 / 9</td></tr> <tr><td>1409 / 1694</td><td>↓ 2 / 1</td></tr> <tr><td>0 / 3</td><td>↔</td></tr> <tr><td>1944 / 1186</td><td>↔</td></tr> </table>	4 / 12	↑ 15 / 9	1409 / 1694	↓ 2 / 1	0 / 3	↔	1944 / 1186	↔
1159 / 1604	↑ 1747 / 1095																																											
238 / 176	↓ 223 / 131																																											
396 / 240	↔																																											
249 / 172	↔																																											
14 / 25	↑ 28 / 32																																											
1394 / 1751	↓ 10 / 5																																											
3 / 2	↔																																											
1942 / 1194	↔																																											
1394 / 1741	↑ 1940 / 1194																																											
10 / 15	↓ 27 / 9																																											
5 / 2	↔																																											
19 / 6	↔																																											
1 / 26	↑ 10 / 9																																											
1405 / 1706	↓ 1955 / 1193																																											
7 / 15	↔ 4 / 2																																											
8 / 0	↔																																											
4 / 12	↑ 15 / 9																																											
1409 / 1694	↓ 2 / 1																																											
0 / 3	↔																																											
1944 / 1186	↔																																											
<p>6 Calle Entradero/State Route 74</p> <table border="1"> <tr><td>11 / 15</td><td>↑ 42 / 21</td></tr> <tr><td>1384 / 1649</td><td>↓ 4 / 2</td></tr> <tr><td>16 / 31</td><td>↔ 2 / 2</td></tr> <tr><td>10 / 10</td><td>↔ 1892 / 1158</td></tr> <tr><td>16 / 11</td><td>↔ 12 / 22</td></tr> </table>	11 / 15	↑ 42 / 21	1384 / 1649	↓ 4 / 2	16 / 31	↔ 2 / 2	10 / 10	↔ 1892 / 1158	16 / 11	↔ 12 / 22	<p>7 Hunt Club Drive - Via Cordova/State Route 74</p> <table border="1"> <tr><td>49 / 36</td><td>↑ 53 / 35</td></tr> <tr><td>1349 / 1611</td><td>↓ 0 / 4</td></tr> <tr><td>6 / 15</td><td>↔ 12 / 7</td></tr> <tr><td>1 / 4</td><td>↔ 1852 / 1143</td></tr> <tr><td>9 / 9</td><td>↔ 1 / 5</td></tr> </table>	49 / 36	↑ 53 / 35	1349 / 1611	↓ 0 / 4	6 / 15	↔ 12 / 7	1 / 4	↔ 1852 / 1143	9 / 9	↔ 1 / 5	<p>8 Via Cristal/State Route 74</p> <table border="1"> <tr><td>1349 / 1616</td><td>↑ 1861 / 1152</td></tr> <tr><td>9 / 8</td><td>↓ 3 / 12</td></tr> <tr><td>4 / 3</td><td>↔</td></tr> <tr><td>7 / 7</td><td>↔</td></tr> </table>	1349 / 1616	↑ 1861 / 1152	9 / 8	↓ 3 / 12	4 / 3	↔	7 / 7	↔	<p>9 Strawberry Lane/State Route 74</p> <table border="1"> <tr><td>1 / 5</td><td>↑ 3 / 0</td></tr> <tr><td>1355 / 1618</td><td>↓ 0 / 1</td></tr> <tr><td>0 / 2</td><td>↔ 1861 / 1164</td></tr> </table>	1 / 5	↑ 3 / 0	1355 / 1618	↓ 0 / 1	0 / 2	↔ 1861 / 1164	<p>10 Via Errecarte/State Route 74</p> <table border="1"> <tr><td>12 / 10</td><td>↑ 1860 / 1163</td></tr> <tr><td>1 / 3</td><td>↓ 4 / 13</td></tr> <tr><td>7 / 9</td><td>↔</td></tr> </table>	12 / 10	↑ 1860 / 1163	1 / 3	↓ 4 / 13	7 / 9	↔
11 / 15	↑ 42 / 21																																											
1384 / 1649	↓ 4 / 2																																											
16 / 31	↔ 2 / 2																																											
10 / 10	↔ 1892 / 1158																																											
16 / 11	↔ 12 / 22																																											
49 / 36	↑ 53 / 35																																											
1349 / 1611	↓ 0 / 4																																											
6 / 15	↔ 12 / 7																																											
1 / 4	↔ 1852 / 1143																																											
9 / 9	↔ 1 / 5																																											
1349 / 1616	↑ 1861 / 1152																																											
9 / 8	↓ 3 / 12																																											
4 / 3	↔																																											
7 / 7	↔																																											
1 / 5	↑ 3 / 0																																											
1355 / 1618	↓ 0 / 1																																											
0 / 2	↔ 1861 / 1164																																											
12 / 10	↑ 1860 / 1163																																											
1 / 3	↓ 4 / 13																																											
7 / 9	↔																																											
<p>11 Shadetree Lane - Avenida Siega/State Route 74</p> <table border="1"> <tr><td>2 / 3</td><td>↑ 9 / 2</td></tr> <tr><td>1326 / 1604</td><td>↓ 2 / 0</td></tr> <tr><td>22 / 11</td><td>↔ 1852 / 1174</td></tr> <tr><td>3 / 0</td><td>↔ 16 / 51</td></tr> <tr><td>21 / 45</td><td>↔</td></tr> </table>	2 / 3	↑ 9 / 2	1326 / 1604	↓ 2 / 0	22 / 11	↔ 1852 / 1174	3 / 0	↔ 16 / 51	21 / 45	↔	<p>12 Reata Road/State Route 74</p> <table border="1"> <tr><td>57 / 81</td><td>↑ 153 / 96</td></tr> <tr><td>1287 / 1565</td><td>↓ 15 / 29</td></tr> <tr><td>3 / 3</td><td>↔ 27 / 15</td></tr> <tr><td>2 / 2</td><td>↔ 1715 / 1127</td></tr> <tr><td>3 / 0</td><td>↔ 5 / 11</td></tr> <tr><td>0 / 4</td><td>↔</td></tr> </table>	57 / 81	↑ 153 / 96	1287 / 1565	↓ 15 / 29	3 / 3	↔ 27 / 15	2 / 2	↔ 1715 / 1127	3 / 0	↔ 5 / 11	0 / 4	↔	<p>13 Antonio Parkway - La Pata Avenue/State Route 74</p> <table border="1"> <tr><td>581 / 515</td><td>↑ 583 / 539</td></tr> <tr><td>264 / 851</td><td>↓ 730 / 451</td></tr> <tr><td>457 / 232</td><td>↔ 128 / 284</td></tr> <tr><td>451 / 308</td><td>↔ 301 / 111</td></tr> <tr><td>503 / 539</td><td>↔ 713 / 306</td></tr> <tr><td>57 / 142</td><td>↔ 172 / 73</td></tr> </table>	581 / 515	↑ 583 / 539	264 / 851	↓ 730 / 451	457 / 232	↔ 128 / 284	451 / 308	↔ 301 / 111	503 / 539	↔ 713 / 306	57 / 142	↔ 172 / 73								
2 / 3	↑ 9 / 2																																											
1326 / 1604	↓ 2 / 0																																											
22 / 11	↔ 1852 / 1174																																											
3 / 0	↔ 16 / 51																																											
21 / 45	↔																																											
57 / 81	↑ 153 / 96																																											
1287 / 1565	↓ 15 / 29																																											
3 / 3	↔ 27 / 15																																											
2 / 2	↔ 1715 / 1127																																											
3 / 0	↔ 5 / 11																																											
0 / 4	↔																																											
581 / 515	↑ 583 / 539																																											
264 / 851	↓ 730 / 451																																											
457 / 232	↔ 128 / 284																																											
451 / 308	↔ 301 / 111																																											
503 / 539	↔ 713 / 306																																											
57 / 142	↔ 172 / 73																																											

FIGURE 2-1

XXXX / YYYY
AM / PM Peak Hour PCE Volumes

SR-74 Lower Ortega Highway Widening Project
Traffic Study Report
Existing (2018) Peak Hour Traffic Volumes

This page intentionally left blank

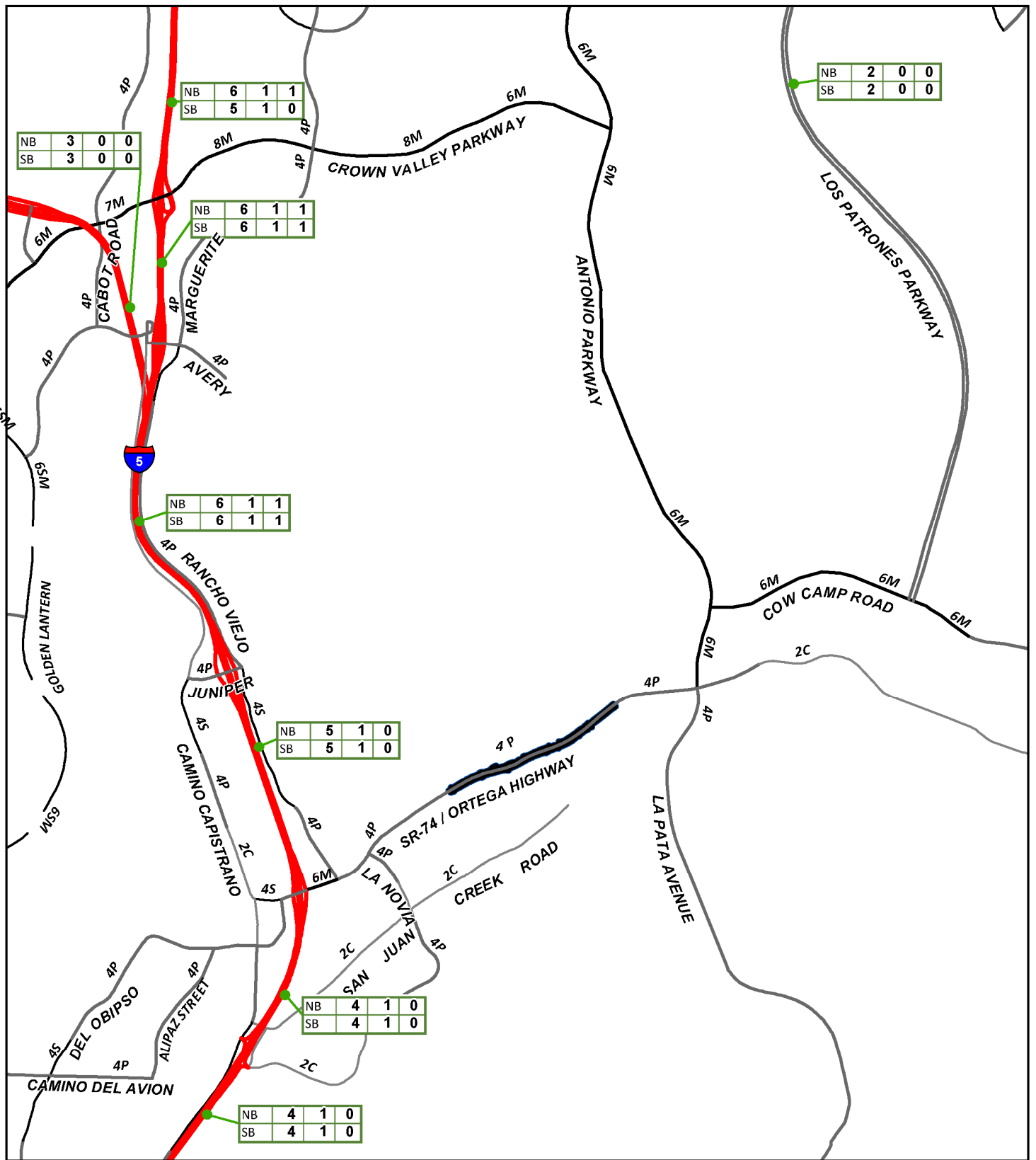


FIGURE 2-2

<table border="1"><tr><td>NB</td><td>X</td><td>Y</td><td>Z</td></tr><tr><td>SB</td><td>X</td><td>Y</td><td>Z</td></tr></table>	NB	X	Y	Z	SB	X	Y	Z	Project Area	#L # Lanes (Two-Way) & Roadway Facility Type
NB	X	Y	Z							
SB	X	Y	Z							
X # General Purpose Lanes (NB or SB)	Freeway & Tollway									
Y # HOV Lanes (NB or SB)	M - Major Highway									
Z # Auxiliary Lanes (NB or SB)	P - Primary Highway									
	S - Secondary Highway									
	C - Collector/ Commuter Roads									
	SM - Smart Street									

0 2000 4000
FEET

SR-74 Lower Ortega Highway Widening Project
Traffic Study Report
Design Year (2045) Roadway Network

SOURCE: Orange County Transportation Analysis Model (OCTAM 2040 Constrained Network)
I:\CDT1609.33 Lower 74 Traffic\Reports\Traffic\fig2-2_2045_RoadwayNetwork.mxd (12/3/2018)

This page intentionally left blank



<p>1919 / 1156 232 / 134</p> <p>1216 / 1737 → 264 / 188 ↓</p> <p>401 / 270 ↑ 249 / 178 ↓</p> <p>1 La Novia Avenue/State Route 74</p>	<p>29 / 33 10 / 5</p> <p>15 / 26 → 1450 / 1888 ↓</p> <p>3 / 2 ↑ 2122 / 1257 ↓</p> <p>2 Belford Drive/State Route 74</p>	<p>2116 / 1256 37 / 11</p> <p>1445 / 1876 → 16 / 18 ↓</p> <p>9 / 3 ↑ 31 / 10 ↓</p> <p>3 Sundance Drive/State Route 74</p>	<p>11 / 20 7 / 4</p> <p>1 / 27 → 1463 / 1834 ↓</p> <p>3 / 2 ↑ 13 / 0 ↓</p> <p>2140 / 1246 12 / 24</p> <p>4 Avenida Victoria - Via Cuartel/State Route 74</p>	<p>15 / 10 2 / 1</p> <p>4 / 13 → 1472 / 1822 ↓</p> <p>0 / 3 ↑ 2131 / 1240 ↓</p> <p>5 Avenida Linda Vista/State Route 74</p>
<p>43 / 39 4 / 4</p> <p>2 / 2 ↑ 2071 / 1189 ↑</p> <p>12 / 16 → 1436 / 1760 ↓</p> <p>16 / 15 ↑ 27 / 18 ↓</p> <p>6 Calle Entradero/State Route 74</p>	<p>56 / 38 0 / 4</p> <p>12 / 8 ↑ 2035 / 1187 ↑</p> <p>52 / 39 → 1405 / 1724 ↓</p> <p>2 / 6 ↑ 15 / 12 ↓</p> <p>7 Hunt Club Drive - Via Cordova/State Route 74</p>	<p>2042 / 1197 5 / 17</p> <p>1405 / 1730 → 14 / 10 ↓</p> <p>7 / 5 ↑ 12 / 11 ↓</p> <p>8 Via Cristal/State Route 74</p>	<p>3 / 0 0 / 1</p> <p>2044 / 1214 0 / 2</p> <p>1 / 5 → 1416 / 1737 ↓</p> <p>9 Strawberry Lane/State Route 74</p>	<p>2043 / 1211 6 / 18</p> <p>1400 / 1724 → 16 / 13 ↓</p> <p>2 / 5 ↑ 12 / 15 ↓</p> <p>10 Via Errecarte/State Route 74</p>
<p>18 / 12 2 / 0</p> <p>2 / 3 → 1374 / 1714 ↓</p> <p>5 / 0 ↑ 36 / 74 ↓</p> <p>2026 / 1216 27 / 83</p> <p>11 Shadtree Lane - Avenida Siega/State Route 74</p>	<p>187 / 106 20 / 32</p> <p>30 / 23 ↑ 1866 / 1192 ↑</p> <p>61 / 109 → 1346 / 1676 ↓</p> <p>2 / 2 ↑ 3 / 0 →</p> <p>5 / 11 ↓ 0 / 4 ↓</p> <p>12 Reata Road/State Route 74</p>	<p>656 / 563 864 / 543 176 / 387</p> <p>415 / 165 ↑ 788 / 353 ↑</p> <p>611 / 578 → 296 / 899 ↓</p> <p>458 / 235 ↓ 457 / 310 ↓</p> <p>577 / 659 ↑ 62 / 158 ↓</p> <p>13 Antonio Parkway - La Pata Avenue/State Route 74</p>		

FIGURE 2-3

XXXX / YYYY
AM / PM Peak Hour PCE Volumes

SR-74 Lower Ortega Highway Widening Project
Traffic Study Report
Opening Year (2025) No Build Peak Hour Traffic Volumes

This page intentionally left blank



<p>1 La Novia Avenue/State Route 74</p> <table border="1"> <tr> <td>↑ 2268 / 1342</td> <td>← 258 / 143</td> </tr> <tr> <td>1540 / 2060 →</td> <td>↓ 401 / 265</td> </tr> <tr> <td>252 / 178 →</td> <td>↓ 271 / 210</td> </tr> </table>	↑ 2268 / 1342	← 258 / 143	1540 / 2060 →	↓ 401 / 265	252 / 178 →	↓ 271 / 210	<p>2 Belford Drive/State Route 74</p> <table border="1"> <tr> <td>↑ 29 / 33</td> <td>← 3 / 2</td> </tr> <tr> <td>15 / 26 →</td> <td>↓ 2497 / 1451</td> </tr> <tr> <td>1797 / 2243 →</td> <td></td> </tr> </table>	↑ 29 / 33	← 3 / 2	15 / 26 →	↓ 2497 / 1451	1797 / 2243 →		<p>3 Sundance Drive/State Route 74</p> <table border="1"> <tr> <td>↑ 2491 / 1450</td> <td>← 38 / 12</td> </tr> <tr> <td>1792 / 2231 →</td> <td>↓ 9 / 4</td> </tr> <tr> <td>16 / 18 →</td> <td>↓ 34 / 11</td> </tr> </table>	↑ 2491 / 1450	← 38 / 12	1792 / 2231 →	↓ 9 / 4	16 / 18 →	↓ 34 / 11	<p>4 Avenida Victoria - Via Cuartel/State Route 74</p> <table border="1"> <tr> <td>↑ 11 / 21</td> <td>← 2514 / 1438</td> </tr> <tr> <td>1 / 28 →</td> <td>↓ 7 / 4</td> </tr> <tr> <td>1813 / 2190 →</td> <td>↓ 3 / 2</td> </tr> <tr> <td>12 / 24 →</td> <td>↓ 14 / 0</td> </tr> </table>	↑ 11 / 21	← 2514 / 1438	1 / 28 →	↓ 7 / 4	1813 / 2190 →	↓ 3 / 2	12 / 24 →	↓ 14 / 0	<p>5 Avenida Linda Vista/State Route 74</p> <table border="1"> <tr> <td>↑ 15 / 10</td> <td>← 0 / 3</td> </tr> <tr> <td>4 / 13 →</td> <td>↓ 2506 / 1433</td> </tr> <tr> <td>1823 / 2178 →</td> <td></td> </tr> </table>	↑ 15 / 10	← 0 / 3	4 / 13 →	↓ 2506 / 1433	1823 / 2178 →							
↑ 2268 / 1342	← 258 / 143																																									
1540 / 2060 →	↓ 401 / 265																																									
252 / 178 →	↓ 271 / 210																																									
↑ 29 / 33	← 3 / 2																																									
15 / 26 →	↓ 2497 / 1451																																									
1797 / 2243 →																																										
↑ 2491 / 1450	← 38 / 12																																									
1792 / 2231 →	↓ 9 / 4																																									
16 / 18 →	↓ 34 / 11																																									
↑ 11 / 21	← 2514 / 1438																																									
1 / 28 →	↓ 7 / 4																																									
1813 / 2190 →	↓ 3 / 2																																									
12 / 24 →	↓ 14 / 0																																									
↑ 15 / 10	← 0 / 3																																									
4 / 13 →	↓ 2506 / 1433																																									
1823 / 2178 →																																										
<p>6 Calle Entradero/State Route 74</p> <table border="1"> <tr> <td>↑ 43 / 40</td> <td>← 2 / 3</td> </tr> <tr> <td>4 / 4 →</td> <td>↓ 2446 / 1381</td> </tr> <tr> <td>12 / 16 →</td> <td>↓ 19 / 41</td> </tr> <tr> <td>1776 / 2116 →</td> <td>↓ 17 / 16</td> </tr> <tr> <td>27 / 47 →</td> <td>↓ 29 / 20</td> </tr> </table>	↑ 43 / 40	← 2 / 3	4 / 4 →	↓ 2446 / 1381	12 / 16 →	↓ 19 / 41	1776 / 2116 →	↓ 17 / 16	27 / 47 →	↓ 29 / 20	<p>7 Hunt Club Drive - Via Cordova/State Route 74</p> <table border="1"> <tr> <td>↑ 56 / 37</td> <td>← 13 / 10</td> </tr> <tr> <td>0 / 5 →</td> <td>↓ 2409 / 1381</td> </tr> <tr> <td>51 / 38 →</td> <td>↓ 2 / 9</td> </tr> <tr> <td>1759 / 2084 →</td> <td>↓ 2 / 5</td> </tr> <tr> <td>10 / 18 →</td> <td>↓ 16 / 14</td> </tr> </table>	↑ 56 / 37	← 13 / 10	0 / 5 →	↓ 2409 / 1381	51 / 38 →	↓ 2 / 9	1759 / 2084 →	↓ 2 / 5	10 / 18 →	↓ 16 / 14	<p>8 Via Cristal/State Route 74</p> <table border="1"> <tr> <td>↑ 2417 / 1395</td> <td>← 5 / 17</td> </tr> <tr> <td>1760 / 2093 →</td> <td>↓ 7 / 5</td> </tr> <tr> <td>15 / 10 →</td> <td>↓ 12 / 11</td> </tr> </table>	↑ 2417 / 1395	← 5 / 17	1760 / 2093 →	↓ 7 / 5	15 / 10 →	↓ 12 / 11	<p>9 Strawberry Lane/State Route 74</p> <table border="1"> <tr> <td>↑ 2419 / 1412</td> <td>← 0 / 2</td> </tr> <tr> <td>3 / 0 →</td> <td>↓ 0 / 1</td> </tr> <tr> <td>1 / 5 →</td> <td>↓ 1771 / 2099</td> </tr> </table>	↑ 2419 / 1412	← 0 / 2	3 / 0 →	↓ 0 / 1	1 / 5 →	↓ 1771 / 2099	<p>10 Via Errecarte/State Route 74</p> <table border="1"> <tr> <td>↑ 2417 / 1408</td> <td>← 5 / 18</td> </tr> <tr> <td>1755 / 2087 →</td> <td>↓ 2 / 5</td> </tr> <tr> <td>16 / 13 →</td> <td>↓ 12 / 15</td> </tr> </table>	↑ 2417 / 1408	← 5 / 18	1755 / 2087 →	↓ 2 / 5	16 / 13 →	↓ 12 / 15
↑ 43 / 40	← 2 / 3																																									
4 / 4 →	↓ 2446 / 1381																																									
12 / 16 →	↓ 19 / 41																																									
1776 / 2116 →	↓ 17 / 16																																									
27 / 47 →	↓ 29 / 20																																									
↑ 56 / 37	← 13 / 10																																									
0 / 5 →	↓ 2409 / 1381																																									
51 / 38 →	↓ 2 / 9																																									
1759 / 2084 →	↓ 2 / 5																																									
10 / 18 →	↓ 16 / 14																																									
↑ 2417 / 1395	← 5 / 17																																									
1760 / 2093 →	↓ 7 / 5																																									
15 / 10 →	↓ 12 / 11																																									
↑ 2419 / 1412	← 0 / 2																																									
3 / 0 →	↓ 0 / 1																																									
1 / 5 →	↓ 1771 / 2099																																									
↑ 2417 / 1408	← 5 / 18																																									
1755 / 2087 →	↓ 2 / 5																																									
16 / 13 →	↓ 12 / 15																																									
<p>11 Shadetree Lane - Avenida Siega/State Route 74</p> <table border="1"> <tr> <td>↑ 18 / 13</td> <td>← 2 / 0</td> </tr> <tr> <td>2 / 3 →</td> <td>↓ 2399 / 1413</td> </tr> <tr> <td>1728 / 2077 →</td> <td>↓ 25 / 84</td> </tr> <tr> <td>38 / 21 →</td> <td>↓ 5 / 0</td> </tr> <tr> <td></td> <td>↓ 37 / 74</td> </tr> </table>	↑ 18 / 13	← 2 / 0	2 / 3 →	↓ 2399 / 1413	1728 / 2077 →	↓ 25 / 84	38 / 21 →	↓ 5 / 0		↓ 37 / 74	<p>12 Reata Road/State Route 74</p> <table border="1"> <tr> <td>↑ 217 / 113</td> <td>← 27 / 25</td> </tr> <tr> <td>21 / 32 →</td> <td>↓ 2208 / 1382</td> </tr> <tr> <td>64 / 122 →</td> <td>↓ 4 / 10</td> </tr> <tr> <td>1697 / 2026 →</td> <td>↓ 2 / 2</td> </tr> <tr> <td>3 / 3 →</td> <td>↓ 3 / 0</td> </tr> <tr> <td></td> <td>↓ 0 / 4</td> </tr> </table>	↑ 217 / 113	← 27 / 25	21 / 32 →	↓ 2208 / 1382	64 / 122 →	↓ 4 / 10	1697 / 2026 →	↓ 2 / 2	3 / 3 →	↓ 3 / 0		↓ 0 / 4	<p>13 Antonio Parkway - La Pata Avenue/State Route 74</p> <table border="1"> <tr> <td>↑ 901 / 700</td> <td>← 400 / 161</td> </tr> <tr> <td>849 / 543 →</td> <td>↓ 858 / 382</td> </tr> <tr> <td>174 / 377 →</td> <td>↓ 184 / 84</td> </tr> <tr> <td>855 / 797 →</td> <td>↓ 480 / 335</td> </tr> <tr> <td>340 / 1008 →</td> <td>↓ 565 / 653</td> </tr> <tr> <td>523 / 257 →</td> <td>↓ 60 / 153</td> </tr> </table>	↑ 901 / 700	← 400 / 161	849 / 543 →	↓ 858 / 382	174 / 377 →	↓ 184 / 84	855 / 797 →	↓ 480 / 335	340 / 1008 →	↓ 565 / 653	523 / 257 →	↓ 60 / 153						
↑ 18 / 13	← 2 / 0																																									
2 / 3 →	↓ 2399 / 1413																																									
1728 / 2077 →	↓ 25 / 84																																									
38 / 21 →	↓ 5 / 0																																									
	↓ 37 / 74																																									
↑ 217 / 113	← 27 / 25																																									
21 / 32 →	↓ 2208 / 1382																																									
64 / 122 →	↓ 4 / 10																																									
1697 / 2026 →	↓ 2 / 2																																									
3 / 3 →	↓ 3 / 0																																									
	↓ 0 / 4																																									
↑ 901 / 700	← 400 / 161																																									
849 / 543 →	↓ 858 / 382																																									
174 / 377 →	↓ 184 / 84																																									
855 / 797 →	↓ 480 / 335																																									
340 / 1008 →	↓ 565 / 653																																									
523 / 257 →	↓ 60 / 153																																									

FIGURE 2-4

XXXX / YYYY
AM / PM Peak Hour PCE Volumes

SR-74 Lower Ortega Highway Widening Project
Traffic Study Report
Opening Year (2025) Build Peak Hour Traffic Volumes

This page intentionally left blank



<p>1 La Novia Avenue/State Route 74</p> <table border="1"> <tr><td>↑ 2409 / 1329</td><td>← 258 / 144</td></tr> <tr><td>1379 / 2116 →</td><td>↓ 416 / 355</td></tr> <tr><td>339 / 223 →</td><td>↓ 248 / 194</td></tr> </table>	↑ 2409 / 1329	← 258 / 144	1379 / 2116 →	↓ 416 / 355	339 / 223 →	↓ 248 / 194	<p>2 Belford Drive/State Route 74</p> <table border="1"> <tr><td>↑ 30 / 36</td><td>← 3 / 3</td></tr> <tr><td>17 / 30 →</td><td>↓ 2637 / 1437</td></tr> <tr><td>1610 / 2280 →</td><td></td></tr> </table>	↑ 30 / 36	← 3 / 3	17 / 30 →	↓ 2637 / 1437	1610 / 2280 →		<p>3 Sundance Drive/State Route 74</p> <table border="1"> <tr><td>↑ 2620 / 1433</td><td>← 67 / 18</td></tr> <tr><td>1589 / 2260 →</td><td>↓ 20 / 17</td></tr> <tr><td>32 / 26 →</td><td>↓ 66 / 20</td></tr> </table>	↑ 2620 / 1433	← 67 / 18	1589 / 2260 →	↓ 20 / 17	32 / 26 →	↓ 66 / 20	<p>4 Avenida Victoria - Via Cuartel/State Route 74</p> <table border="1"> <tr><td>↑ 13 / 52</td><td>← 2667 / 1396</td></tr> <tr><td>1 / 31 →</td><td>↓ 14 / 10</td></tr> <tr><td>1629 / 2200 →</td><td>↓ 7 / 3</td></tr> <tr><td>25 / 49 →</td><td>↓ 28 / 0</td></tr> </table>	↑ 13 / 52	← 2667 / 1396	1 / 31 →	↓ 14 / 10	1629 / 2200 →	↓ 7 / 3	25 / 49 →	↓ 28 / 0	<p>5 Avenida Linda Vista/State Route 74</p> <table border="1"> <tr><td>↑ 16 / 12</td><td>← 0 / 4</td></tr> <tr><td>5 / 14 →</td><td>↓ 2665 / 1394</td></tr> <tr><td>1652 / 2186 →</td><td></td></tr> </table>	↑ 16 / 12	← 0 / 4	5 / 14 →	↓ 2665 / 1394	1652 / 2186 →							
↑ 2409 / 1329	← 258 / 144																																									
1379 / 2116 →	↓ 416 / 355																																									
339 / 223 →	↓ 248 / 194																																									
↑ 30 / 36	← 3 / 3																																									
17 / 30 →	↓ 2637 / 1437																																									
1610 / 2280 →																																										
↑ 2620 / 1433	← 67 / 18																																									
1589 / 2260 →	↓ 20 / 17																																									
32 / 26 →	↓ 66 / 20																																									
↑ 13 / 52	← 2667 / 1396																																									
1 / 31 →	↓ 14 / 10																																									
1629 / 2200 →	↓ 7 / 3																																									
25 / 49 →	↓ 28 / 0																																									
↑ 16 / 12	← 0 / 4																																									
5 / 14 →	↓ 2665 / 1394																																									
1652 / 2186 →																																										
<p>6 Calle Entradero/State Route 74</p> <table border="1"> <tr><td>↑ 47 / 89</td><td>← 2 / 3</td></tr> <tr><td>13 / 17 →</td><td>↓ 2583 / 1279</td></tr> <tr><td>1585 / 2079 →</td><td>↓ 40 / 92</td></tr> <tr><td>56 / 91 →</td><td>↓ 357 / 30</td></tr> <tr><td></td><td>↓ 58 / 39</td></tr> </table>	↑ 47 / 89	← 2 / 3	13 / 17 →	↓ 2583 / 1279	1585 / 2079 →	↓ 40 / 92	56 / 91 →	↓ 357 / 30		↓ 58 / 39	<p>7 Hunt Club Drive - Via Cordova/State Route 74</p> <table border="1"> <tr><td>↑ 64 / 48</td><td>← 13 / 11</td></tr> <tr><td>60 / 47 →</td><td>↓ 2558 / 1314</td></tr> <tr><td>1565 / 2047 →</td><td>↓ 3 / 13</td></tr> <tr><td>22 / 34 →</td><td>↓ 4 / 12</td></tr> <tr><td></td><td>↓ 31 / 22</td></tr> </table>	↑ 64 / 48	← 13 / 11	60 / 47 →	↓ 2558 / 1314	1565 / 2047 →	↓ 3 / 13	22 / 34 →	↓ 4 / 12		↓ 31 / 22	<p>8 Via Cristal/State Route 74</p> <table border="1"> <tr><td>↑ 2560 / 1326</td><td>← 11 / 30</td></tr> <tr><td>1566 / 2057 →</td><td>↓ 14 / 11</td></tr> <tr><td>30 / 17 →</td><td>↓ 26 / 24</td></tr> </table>	↑ 2560 / 1326	← 11 / 30	1566 / 2057 →	↓ 14 / 11	30 / 17 →	↓ 26 / 24	<p>9 Strawberry Lane/State Route 74</p> <table border="1"> <tr><td>↑ 2568 / 1356</td><td>← 0 / 2</td></tr> <tr><td>3 / 0 →</td><td>↓ 0 / 1</td></tr> <tr><td>1 / 5 →</td><td>↓ 1591 / 2076</td></tr> </table>	↑ 2568 / 1356	← 0 / 2	3 / 0 →	↓ 0 / 1	1 / 5 →	↓ 1591 / 2076	<p>10 Via Errecarte/State Route 74</p> <table border="1"> <tr><td>↑ 2564 / 1347</td><td>← 10 / 32</td></tr> <tr><td>1564 / 2054 →</td><td>↓ 4 / 11</td></tr> <tr><td>27 / 23 →</td><td>↓ 26 / 31</td></tr> </table>	↑ 2564 / 1347	← 10 / 32	1564 / 2054 →	↓ 4 / 11	27 / 23 →	↓ 26 / 31
↑ 47 / 89	← 2 / 3																																									
13 / 17 →	↓ 2583 / 1279																																									
1585 / 2079 →	↓ 40 / 92																																									
56 / 91 →	↓ 357 / 30																																									
	↓ 58 / 39																																									
↑ 64 / 48	← 13 / 11																																									
60 / 47 →	↓ 2558 / 1314																																									
1565 / 2047 →	↓ 3 / 13																																									
22 / 34 →	↓ 4 / 12																																									
	↓ 31 / 22																																									
↑ 2560 / 1326	← 11 / 30																																									
1566 / 2057 →	↓ 14 / 11																																									
30 / 17 →	↓ 26 / 24																																									
↑ 2568 / 1356	← 0 / 2																																									
3 / 0 →	↓ 0 / 1																																									
1 / 5 →	↓ 1591 / 2076																																									
↑ 2564 / 1347	← 10 / 32																																									
1564 / 2054 →	↓ 4 / 11																																									
27 / 23 →	↓ 26 / 31																																									
<p>11 Shadetree Lane - Avenida Siega/State Route 74</p> <table border="1"> <tr><td>↑ 42 / 42</td><td>← 2 / 0</td></tr> <tr><td>10 / 0 →</td><td>↓ 2522 / 1337</td></tr> <tr><td>1511 / 2027 →</td><td>↓ 58 / 175</td></tr> <tr><td>77 / 54 →</td><td>↓ 107 / 0</td></tr> <tr><td></td><td>↓ 79 / 158</td></tr> </table>	↑ 42 / 42	← 2 / 0	10 / 0 →	↓ 2522 / 1337	1511 / 2027 →	↓ 58 / 175	77 / 54 →	↓ 107 / 0		↓ 79 / 158	<p>12 Reata Road/State Route 74</p> <table border="1"> <tr><td>↑ 284 / 134</td><td>← 38 / 47</td></tr> <tr><td>74 / 188 →</td><td>↓ 2297 / 1376</td></tr> <tr><td>1513 / 1994 →</td><td>↓ 5 / 12</td></tr> <tr><td>3 / 3 →</td><td>↓ 2 / 2</td></tr> <tr><td></td><td>↓ 3 / 0</td></tr> <tr><td></td><td>↓ 0 / 4</td></tr> </table>	↑ 284 / 134	← 38 / 47	74 / 188 →	↓ 2297 / 1376	1513 / 1994 →	↓ 5 / 12	3 / 3 →	↓ 2 / 2		↓ 3 / 0		↓ 0 / 4	<p>13 Antonio Parkway - La Pata Avenue/State Route 74</p> <table border="1"> <tr><td>↑ 865 / 631</td><td>← 739 / 319</td></tr> <tr><td>1246 / 807 →</td><td>↓ 1002 / 487</td></tr> <tr><td>697 / 758 →</td><td>↓ 260 / 121</td></tr> <tr><td>387 / 1038 →</td><td>↓ 473 / 317</td></tr> <tr><td>463 / 243 →</td><td>↓ 787 / 1000</td></tr> <tr><td></td><td>↓ 78 / 204</td></tr> </table>	↑ 865 / 631	← 739 / 319	1246 / 807 →	↓ 1002 / 487	697 / 758 →	↓ 260 / 121	387 / 1038 →	↓ 473 / 317	463 / 243 →	↓ 787 / 1000		↓ 78 / 204						
↑ 42 / 42	← 2 / 0																																									
10 / 0 →	↓ 2522 / 1337																																									
1511 / 2027 →	↓ 58 / 175																																									
77 / 54 →	↓ 107 / 0																																									
	↓ 79 / 158																																									
↑ 284 / 134	← 38 / 47																																									
74 / 188 →	↓ 2297 / 1376																																									
1513 / 1994 →	↓ 5 / 12																																									
3 / 3 →	↓ 2 / 2																																									
	↓ 3 / 0																																									
	↓ 0 / 4																																									
↑ 865 / 631	← 739 / 319																																									
1246 / 807 →	↓ 1002 / 487																																									
697 / 758 →	↓ 260 / 121																																									
387 / 1038 →	↓ 473 / 317																																									
463 / 243 →	↓ 787 / 1000																																									
	↓ 78 / 204																																									

FIGURE 2-5

XXXX / YYYY
AM / PM Peak Hour PCE Volumes

SR-74 Lower Ortega Highway Widening Project
Traffic Study Report
Design Year (2045) No Build Peak Hour Traffic Volumes

This page intentionally left blank



<p>1 La Novia Avenue/State Route 74</p> <table border="1"> <tr><td>↑ 2837 / 1623</td><td></td></tr> <tr><td>← 331 / 168</td><td></td></tr> <tr><td>1699 / 2590 →</td><td>↓ 416 / 336</td></tr> <tr><td>292 / 185 →</td><td>288 / 264 →</td></tr> </table>	↑ 2837 / 1623		← 331 / 168		1699 / 2590 →	↓ 416 / 336	292 / 185 →	288 / 264 →	<p>2 Belford Drive/State Route 74</p> <table border="1"> <tr><td>↑ 31 / 37</td><td></td></tr> <tr><td>← 12 / 6</td><td></td></tr> <tr><td>17 / 30 →</td><td>↑ 3 / 3</td></tr> <tr><td>1940 / 2824 →</td><td>↑ 3137 / 1754</td></tr> </table>	↑ 31 / 37		← 12 / 6		17 / 30 →	↑ 3 / 3	1940 / 2824 →	↑ 3137 / 1754	<p>3 Sundance Drive/State Route 74</p> <table border="1"> <tr><td>↑ 3119 / 1749</td><td></td></tr> <tr><td>← 68 / 19</td><td></td></tr> <tr><td>1919 / 2804 →</td><td>↓ 21 / 8</td></tr> <tr><td>33 / 26 →</td><td>71 / 22 →</td></tr> </table>	↑ 3119 / 1749		← 68 / 19		1919 / 2804 →	↓ 21 / 8	33 / 26 →	71 / 22 →	<p>4 Avenida Victoria - Via Cuartel/State Route 74</p> <table border="1"> <tr><td>↑ 13 / 56</td><td></td></tr> <tr><td>← 14 / 11</td><td></td></tr> <tr><td>1 / 32 →</td><td>↑ 3167 / 1708</td></tr> <tr><td>1963 / 2743 →</td><td>7 / 4 →</td></tr> <tr><td>26 / 51 →</td><td>31 / 0 →</td></tr> </table>	↑ 13 / 56		← 14 / 11		1 / 32 →	↑ 3167 / 1708	1963 / 2743 →	7 / 4 →	26 / 51 →	31 / 0 →	<p>5 Avenida Linda Vista/State Route 74</p> <table border="1"> <tr><td>↑ 16 / 12</td><td></td></tr> <tr><td>← 2 / 1</td><td></td></tr> <tr><td>5 / 14 →</td><td>↑ 0 / 4</td></tr> <tr><td>1989 / 2729 →</td><td>↑ 3165 / 1707</td></tr> </table>	↑ 16 / 12		← 2 / 1		5 / 14 →	↑ 0 / 4	1989 / 2729 →	↑ 3165 / 1707						
↑ 2837 / 1623																																																				
← 331 / 168																																																				
1699 / 2590 →	↓ 416 / 336																																																			
292 / 185 →	288 / 264 →																																																			
↑ 31 / 37																																																				
← 12 / 6																																																				
17 / 30 →	↑ 3 / 3																																																			
1940 / 2824 →	↑ 3137 / 1754																																																			
↑ 3119 / 1749																																																				
← 68 / 19																																																				
1919 / 2804 →	↓ 21 / 8																																																			
33 / 26 →	71 / 22 →																																																			
↑ 13 / 56																																																				
← 14 / 11																																																				
1 / 32 →	↑ 3167 / 1708																																																			
1963 / 2743 →	7 / 4 →																																																			
26 / 51 →	31 / 0 →																																																			
↑ 16 / 12																																																				
← 2 / 1																																																				
5 / 14 →	↑ 0 / 4																																																			
1989 / 2729 →	↑ 3165 / 1707																																																			
<p>6 Calle Entradero/State Route 74</p> <table border="1"> <tr><td>↑ 47 / 94</td><td></td></tr> <tr><td>← 5 / 10</td><td></td></tr> <tr><td>13 / 17 →</td><td>↑ 2 / 4</td></tr> <tr><td>1918 / 2619 →</td><td>3082 / 1585</td></tr> <tr><td>60 / 94 →</td><td>40 / 97</td></tr> <tr><td>36 / 32 →</td><td>63 / 41 →</td></tr> </table>	↑ 47 / 94		← 5 / 10		13 / 17 →	↑ 2 / 4	1918 / 2619 →	3082 / 1585	60 / 94 →	40 / 97	36 / 32 →	63 / 41 →	<p>7 Hunt Club Drive - Via Cordova/State Route 74</p> <table border="1"> <tr><td>↑ 63 / 44</td><td></td></tr> <tr><td>← 0 / 8</td><td></td></tr> <tr><td>55 / 42 →</td><td>↑ 18 / 17</td></tr> <tr><td>1910 / 2600 →</td><td>3058 / 1634</td></tr> <tr><td>21 / 28 →</td><td>5 / 20</td></tr> <tr><td>3 / 8 →</td><td>36 / 26 →</td></tr> </table>	↑ 63 / 44		← 0 / 8		55 / 42 →	↑ 18 / 17	1910 / 2600 →	3058 / 1634	21 / 28 →	5 / 20	3 / 8 →	36 / 26 →	<p>8 Via Cristal/State Route 74</p> <table border="1"> <tr><td>↑ 3066 / 1660</td><td></td></tr> <tr><td>← 10 / 31</td><td></td></tr> <tr><td>1915 / 2617 →</td><td>↓ 15 / 12</td></tr> <tr><td>31 / 17 →</td><td>27 / 24 →</td></tr> </table>	↑ 3066 / 1660		← 10 / 31		1915 / 2617 →	↓ 15 / 12	31 / 17 →	27 / 24 →	<p>9 Strawberry Lane/State Route 74</p> <table border="1"> <tr><td>↑ 3 / 0</td><td></td></tr> <tr><td>← 0 / 1</td><td></td></tr> <tr><td>1 / 5 →</td><td>↑ 3073 / 1691</td></tr> <tr><td>1941 / 2636 →</td><td>0 / 2</td></tr> </table>	↑ 3 / 0		← 0 / 1		1 / 5 →	↑ 3073 / 1691	1941 / 2636 →	0 / 2	<p>10 Via Errecarte/State Route 74</p> <table border="1"> <tr><td>↑ 3069 / 1681</td><td></td></tr> <tr><td>← 9 / 34</td><td></td></tr> <tr><td>1912 / 2615 →</td><td>↓ 4 / 12</td></tr> <tr><td>29 / 22 →</td><td>27 / 31 →</td></tr> </table>	↑ 3069 / 1681		← 9 / 34		1912 / 2615 →	↓ 4 / 12	29 / 22 →	27 / 31 →
↑ 47 / 94																																																				
← 5 / 10																																																				
13 / 17 →	↑ 2 / 4																																																			
1918 / 2619 →	3082 / 1585																																																			
60 / 94 →	40 / 97																																																			
36 / 32 →	63 / 41 →																																																			
↑ 63 / 44																																																				
← 0 / 8																																																				
55 / 42 →	↑ 18 / 17																																																			
1910 / 2600 →	3058 / 1634																																																			
21 / 28 →	5 / 20																																																			
3 / 8 →	36 / 26 →																																																			
↑ 3066 / 1660																																																				
← 10 / 31																																																				
1915 / 2617 →	↓ 15 / 12																																																			
31 / 17 →	27 / 24 →																																																			
↑ 3 / 0																																																				
← 0 / 1																																																				
1 / 5 →	↑ 3073 / 1691																																																			
1941 / 2636 →	0 / 2																																																			
↑ 3069 / 1681																																																				
← 9 / 34																																																				
1912 / 2615 →	↓ 4 / 12																																																			
29 / 22 →	27 / 31 →																																																			
<p>11 Shadetree Lane - Avenida Siega/State Route 74</p> <table border="1"> <tr><td>↑ 44 / 45</td><td></td></tr> <tr><td>← 2 / 0</td><td></td></tr> <tr><td>2 / 4 →</td><td>↑ 3023 / 1670</td></tr> <tr><td>1855 / 2592 →</td><td>54 / 183</td></tr> <tr><td>82 / 50 →</td><td>11 / 0 →</td></tr> <tr><td>81 / 158 →</td><td>81 / 158 →</td></tr> </table>	↑ 44 / 45		← 2 / 0		2 / 4 →	↑ 3023 / 1670	1855 / 2592 →	54 / 183	82 / 50 →	11 / 0 →	81 / 158 →	81 / 158 →	<p>12 Reata Road/State Route 74</p> <table border="1"> <tr><td>↑ 367 / 153</td><td></td></tr> <tr><td>← 39 / 39</td><td></td></tr> <tr><td>83 / 240 →</td><td>↑ 34 / 55</td></tr> <tr><td>1850 / 2507 →</td><td>2711 / 1698</td></tr> <tr><td>3 / 3 →</td><td>4 / 11</td></tr> <tr><td>2 / 2 →</td><td>3 / 0 →</td></tr> <tr><td>0 / 4 →</td><td>0 / 4 →</td></tr> </table>	↑ 367 / 153		← 39 / 39		83 / 240 →	↑ 34 / 55	1850 / 2507 →	2711 / 1698	3 / 3 →	4 / 11	2 / 2 →	3 / 0 →	0 / 4 →	0 / 4 →	<p>13 Antonio Parkway - La Pata Avenue/State Route 74</p> <table border="1"> <tr><td>↑ 1196 / 817</td><td></td></tr> <tr><td>← 304 / 641</td><td></td></tr> <tr><td>901 / 1113 →</td><td>↑ 683 / 304</td></tr> <tr><td>453 / 1182 →</td><td>1101 / 568</td></tr> <tr><td>535 / 255 →</td><td>218 / 114</td></tr> <tr><td>453 / 379 →</td><td>742 / 980 →</td></tr> <tr><td>68 / 185 →</td><td>68 / 185 →</td></tr> </table>	↑ 1196 / 817		← 304 / 641		901 / 1113 →	↑ 683 / 304	453 / 1182 →	1101 / 568	535 / 255 →	218 / 114	453 / 379 →	742 / 980 →	68 / 185 →	68 / 185 →										
↑ 44 / 45																																																				
← 2 / 0																																																				
2 / 4 →	↑ 3023 / 1670																																																			
1855 / 2592 →	54 / 183																																																			
82 / 50 →	11 / 0 →																																																			
81 / 158 →	81 / 158 →																																																			
↑ 367 / 153																																																				
← 39 / 39																																																				
83 / 240 →	↑ 34 / 55																																																			
1850 / 2507 →	2711 / 1698																																																			
3 / 3 →	4 / 11																																																			
2 / 2 →	3 / 0 →																																																			
0 / 4 →	0 / 4 →																																																			
↑ 1196 / 817																																																				
← 304 / 641																																																				
901 / 1113 →	↑ 683 / 304																																																			
453 / 1182 →	1101 / 568																																																			
535 / 255 →	218 / 114																																																			
453 / 379 →	742 / 980 →																																																			
68 / 185 →	68 / 185 →																																																			

FIGURE 2-6

XXXX / YYYY
AM / PM Peak Hour PCE Volumes

SR-74 Lower Ortega Highway Widening Project
Traffic Study Report
Design Year (2045) Build Peak Hour Traffic Volumes

This page intentionally left blank

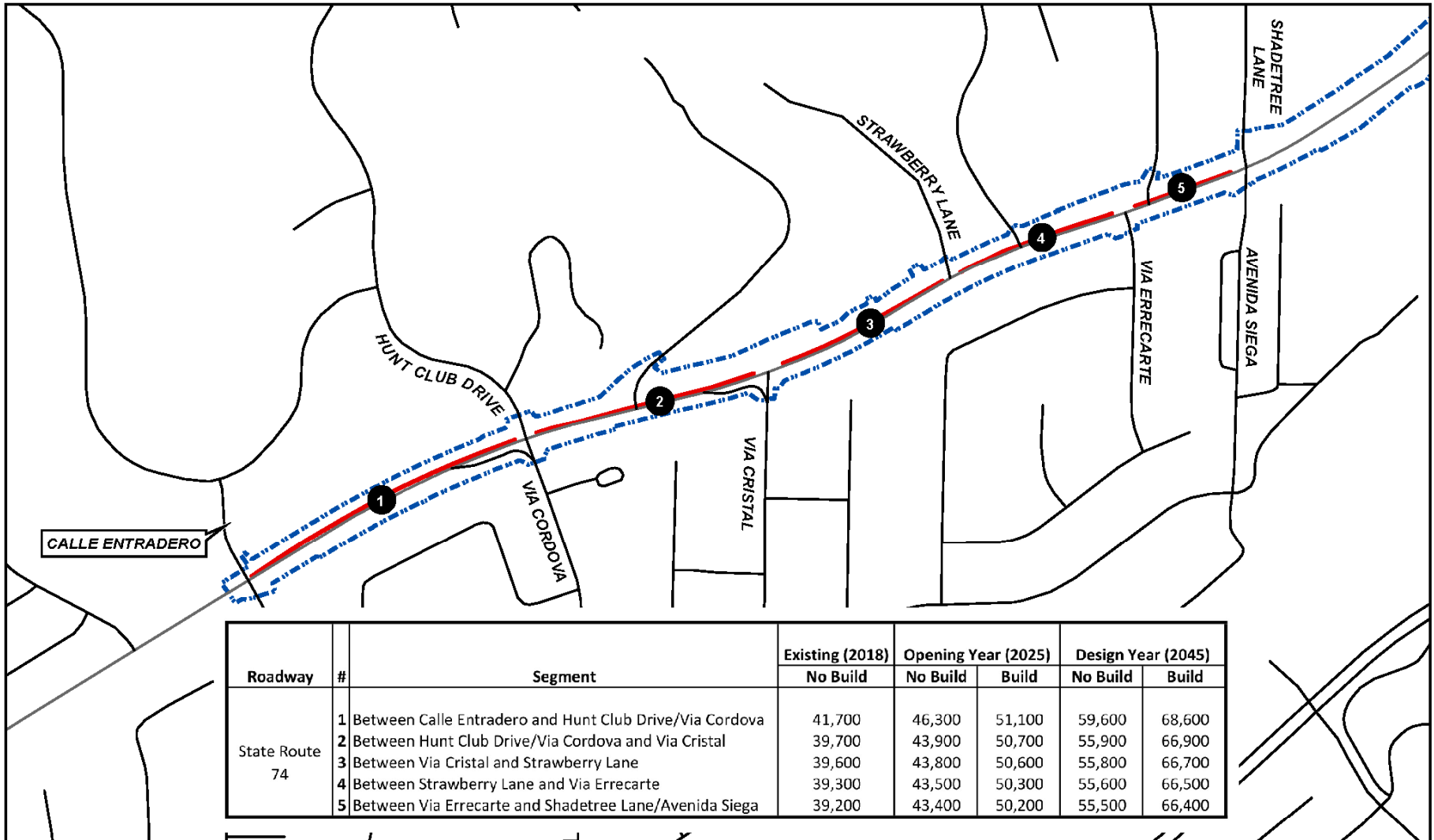
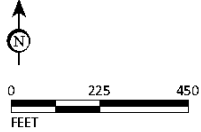


FIGURE 2-7

LEGEND

- Project Area
- Segments



SOURCE: ESRI Streetmap, 2013.

I:\CDT1609.33 Lower 74 Traffic\Reports\Traffic\fig2-7_RoadwaySegments_ADT.mxd (12/3/2018)

This page intentionally left blank

3. TRAFFIC ANALYSIS

3.1. Measures of Effectiveness

There are several measures of effectiveness used to compare no build conditions to build conditions. The LOS and control delay from Synchro were used to compare no build to build conditions for intersections. The LOS and volume to capacity ratio was used to compare no build to build conditions based on capacities set forth in the *Caltrans Guide for the Preparation of Traffic Impact Studies*, dated December 2002, for roadway segments. Appendix C contains Intersection Level of Service Worksheets.

3.2. Traffic Forecasts

Figure 2-1 through Figure 2-7 (Chapter 2) illustrate the traffic forecasts for intersections and roadway segments for existing, opening year (2025), and design year (2045) no build and build scenarios. These volumes were used to analyze the level of service at study intersections and roadway segments.

3.3. Existing Conditions Levels of Service

Existing intersection and roadway segment performance was calculated based on the previously discussed methodologies. Table 3-A summarizes the existing intersection LOS. Tables 3-B and 3-C summarize the existing roadway segment LOS.

As shown in Table 3-A, most study intersections operate at unsatisfactory LOS under existing conditions.

As shown in Tables 3-B and 3-C, the roadway segment volumes exceed the capacity under existing conditions.

3.4. Opening Year (2025) No Build and Build Alternative 2 Conditions Levels of Service

Opening year (2025) intersection and highway segment performance was calculated based on the previously discussed methodologies. Table 3-D summarizes the opening year (2025) no build and build intersection LOS. Tables 3-E and 3-F summarize the opening year (2025) existing no build and build roadway segment LOS.

As shown in Table 3-D, most study intersections operate at unsatisfactory LOS under no build conditions. With Build Alternative 2, most of these intersections would continue to operate at a deficient LOS. The proposed eastbound left-turn lanes at the signalized intersections would allow U-turns at these locations to alleviate side street delays. This would facilitate the movement of minor street traffic onto SR-74 via a right turn and then a U-turn at the next available signalized intersection.

As shown in Tables 3-E and 3-F, the forecast roadway segment volumes exceed the capacity under no build conditions. With Build Alternative 2, all roadway segments are forecast to operate at satisfactory LOS. Build Alternative 2 substantially improves traffic operations for through traffic along the corridor.

3.5. Design Year (2045) No Build And Build Alternative 2 Conditions Levels of Service

Design year (2045) intersection and highway segment performance is calculated based on the previously discussed methodologies. Table 3-G summarizes the design year (2045) no build and build intersection LOS. Tables 3-H and 3-I summarize the design year (2045) existing no build and build roadway segment LOS.

As shown in Table 3-G, most study intersections operate at unsatisfactory LOS under no build conditions. With Build Alternative 2, most of these intersections would continue to operate at a deficient LOS. The proposed eastbound left-turn lanes at the signalized intersections would allow U-turns at these locations to alleviate side street delays. This would facilitate the movement of minor street traffic onto SR-74 via a right turn and then a U-turn at the next available signalized intersection.

As shown in Tables 3-H and 3-I, the forecast roadway segment volumes exceed the capacity under no build conditions. With implementation of the project, all roadway segments are forecast to operate at satisfactory LOS, with the exception of the segment between Calle Entradero and Hunt Club Drive/Via Cordova in the eastbound direction in the a.m. peak hour and all segments in the westbound direction in the p.m. peak hour. Build Alternative 2 improves the overall LOS and substantially improves traffic operations for through traffic along the corridor.

3.6. Chapter 3.0 List of Tables

- Table 3-A: Existing (2018) Intersection Levels of Service
- Table 3-B: Existing (2018) Roadway Segment Levels of Service – AM Peak Hour
- Table 3-C: Existing (2018) Roadway Segment Levels of Service – PM Peak Hour
- Table 3-D: Opening Year (2025) Intersection Levels of Service
- Table 3-E: Opening Year (2025) Roadway Segment Levels of Service – AM Peak Hour
- Table 3-F: Opening Year (2025) Roadway Segment Levels of Service – PM Peak Hour
- Table 3-G: Design Year (2045) Intersection Levels of Service
- Table 3-H: Design Year (2045) Roadway Segment Levels of Service – AM Peak Hour
- Table 3-I: Design Year (2045) Roadway Segment Levels of Service – PM Peak Hour

Table 3-A: Existing (2018) Intersection Levels of Service

Intersection	Control	No Build			
		A.M Peak Hour		P.M Peak Hour	
		Delay ² (sec.)	LOS	Delay ² (sec.)	LOS
1. La Novia Avenue/State Route 74	Signal	33.3	C	20.5	C
2. Belford Drive/State Route 74	OWSC	>200	F	20.4	C
3. Sundance Drive/State Route 74	OWSC	65.6	F	44.8	E
4. Avenida Victoria - Via Cuartel/State Route 74	TWSC	60.7	F	176.8	F
5. Avenida Linda Vista/State Route 74	OWSC	27.8	D	14.6	B
6. Calle Entradero/State Route 74	TWSC	>200	F	>200	F
7. Hunt Club Drive - Via Cordova/State Route 74	TWSC/Signal ¹	>200	F	>200	F
8. Via Cristal/State Route 74	OWSC	>200	F	117.0	F
9. Strawberry Lane/State Route 74	OWSC	53.1	F	>200	F
10. Via Errecarte/State Route 74	OWSC	87.2	F	120.4	F
11. Shadetree Lane - Avenida Siega/State Route 74	TWSC	>200	F	56.0	F
12. Reata Road/State Route 74	Signal	16.0	B	14.1	B
13. Antonio Parkway - La Pata Avenue/State Route 74	Signal	167.2	F	182.3	F

Notes: OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control
 Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
 LOS = Level of Service
 ■ = Unsatisfactory LOS

¹ Intersection control is TWSC under No Build conditions and Signalized under Build conditions.

² Based on Synchro results, intersections where the delay is represented with a dash (-) has through volumes that block the turn movements throughout the peak hour. As such, Synchro does not report a delay at these intersections for the blocked turn movements. Therefore, the worst-case movements at these intersections operate at LOS F.

This page intentionally left blank

Table 3-B: Existing (2018) Roadway Segment Levels of Service – AM Peak Hour

Roadway	#	Segment	Eastbound					Westbound				
			No Build					No Build				
			Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS
State Route 74	1	Between Calle Entradero and Hunt Club Drive/Via Cordova	1	1,700	1,404	0.83	D	1	1,700	1,906	1.12	F
	2	Between Hunt Club Drive/Via Cordova and Via Cristal	1	1,700	1,358	0.80	D	1	1,700	1,865	1.10	F
	3	Between Via Cristal and Strawberry Lane	1	1,700	1,356	0.80	D	1	1,700	1,864	1.10	F
	4	Between Strawberry Lane and Via Errecarte	1	1,700	1,355	0.80	D	1	1,700	1,861	1.09	F
	5	Between Via Errecarte and Shadetree Lane/Avenida Siega	1	1,700	1,350	0.79	D	1	1,700	1,864	1.10	F

Table 3-C: Existing (2018) Roadway Segment Levels of Service – PM Peak Hour

Roadway	#	Segment	Eastbound					Westbound				
			No Build					No Build				
			Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS
State Route 74	1	Between Calle Entradero and Hunt Club Drive/Via Cordova	1	1,700	1,662	0.98	E	1	1,700	1,182	0.70	D
	2	Between Hunt Club Drive/Via Cordova and Via Cristal	1	1,700	1,624	0.96	E	1	1,700	1,155	0.68	C
	3	Between Via Cristal and Strawberry Lane	1	1,700	1,623	0.95	E	1	1,700	1,164	0.68	C
	4	Between Strawberry Lane and Via Errecarte	1	1,700	1,619	0.95	E	1	1,700	1,166	0.69	D
	5	Between Via Errecarte and Shadetree Lane/Avenida Siega	1	1,700	1,618	0.95	E	1	1,700	1,176	0.69	D

Notes: LOS = Level of Service, V/C = Volume to Capacity
 Peak hour capacity based on Caltrans' District 12 data.
Bold - Deficient LOS

Table 3-D: Opening Year (2025) Intersection Levels of Service

Intersection	Control	No Build				Build			
		A.M Peak Hour		P.M Peak Hour		A.M Peak Hour		P.M Peak Hour	
		Delay ² (sec.)	LOS	Delay ² (sec.)	LOS	Delay ² (sec.)	LOS	Delay ² (sec.)	LOS
1. La Novia Avenue/State Route 74	Signal	33.8	C	23.0	C	52.7	D	49.2	D
2. Belford Drive/State Route 74	OWSC	>200	F	24.7	C	37.8	E	115.6	F
3. Sundance Drive/State Route 74	OWSC	>200	F	95.7	F	-	F	>200	F
4. Avenida Victoria - Via Cuartel/State Route 74	TWSC	126.7	F	>200	F	136.9	F	>200	F
5. Avenida Linda Vista/State Route 74	OWSC	32.9	D	15.1	C	181.6	F	14.8	B
6. Calle Entradero/State Route 74	TWSC	>200	F	>200	F	199.4	F	>200	F
7. Hunt Club Drive - Via Cordova/State Route 74	TWSC/Signal ¹	>200	F	>200	F	38.7	D	25.1	C
8. Via Cristal/State Route 74	OWSC	>200	F	>200	F	>200	F	>200	F
9. Strawberry Lane/State Route 74	OWSC	68.3	F	>200	F	28.3	D	44.6	E
10. Via Errecarte/State Route 74	OWSC	175.5	F	>200	F	-	F	27.2	D
11. Shadetree Lane - Avenida Siega/State Route 74	TWSC	>200	F	119.1	F	64.4	F	26.7	D
12. Reata Road/State Route 74	Signal	20.3	C	16.4	B	48.4	D	17.5	B
13. Antonio Parkway - La Pata Avenue/State Route 74	Signal	168.7	F	>200	F	>200	F	>200	F

Notes: OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control
 Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
 LOS = Level of Service
 ■ = Unsatisfactory LOS
 Intersection control is TWSC under No Build conditions and Signalized under Build conditions.
 Based on Synchro results, intersections where the delay is represented with a dash (-) has through volumes that block the turn movements throughout the peak hour. As such, Synchro does not report a delay at these intersections for the blocked turn movements. Therefore, the worst-case movements at these intersections operate at LOS F.

Table 3-E: Opening Year (2025) Roadway Segment Levels of Service – AM Peak Hour

Roadway	#	Segment	Eastbound										Westbound									
			No Build					Build					No Build					Build				
			Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS
State Route 74	1	Between Calle Entradero and Hunt Club Drive/Via Cordova	1	1,700	1,467	0.86	D	2	3,400	1,819	0.54	C	1	1,700	2,092	1.23	F	2	3,400	2,466	0.73	D
	2	Between Hunt Club Drive/Via Cordova and Via Cristal	1	1,700	1,420	0.84	D	2	3,400	1,775	0.52	C	1	1,700	2,049	1.21	F	2	3,400	2,424	0.71	D
	3	Between Via Cristal and Strawberry Lane	1	1,700	1,417	0.83	D	2	3,400	1,772	0.52	C	1	1,700	2,047	1.20	F	2	3,400	2,422	0.71	D
	4	Between Strawberry Lane and Via Errecarte	1	1,700	1,416	0.83	D	2	3,400	1,771	0.52	C	1	1,700	2,044	1.20	F	2	3,400	2,419	0.71	D
	5	Between Via Errecarte and Shadetree Lane/Avenida Siega	1	1,700	1,412	0.83	D	2	3,400	1,767	0.52	C	1	1,700	2,048	1.20	F	2	3,400	2,422	0.71	D

Table 3-F: Opening Year (2025) Roadway Segment Levels of Service – PM Peak Hour

Roadway	#	Segment	Eastbound										Westbound									
			No Build					Build					No Build					Build				
			Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS
State Route 74	1	Between Calle Entradero and Hunt Club Drive/Via Cordova	1	1,700	1,783	1.05	F	2	3,400	2,140	0.63	C	1	1,700	1,232	0.72	D	2	3,400	1,424	0.42	B
	2	Between Hunt Club Drive/Via Cordova and Via Cristal	1	1,700	1,741	1.02	F	2	3,400	2,103	0.62	C	1	1,700	1,202	0.71	D	2	3,400	1,400	0.41	B
	3	Between Via Cristal and Strawberry Lane	1	1,700	1,742	1.02	F	2	3,400	2,104	0.62	C	1	1,700	1,214	0.71	D	2	3,400	1,412	0.42	B
	4	Between Strawberry Lane and Via Errecarte	1	1,700	1,738	1.02	F	2	3,400	2,100	0.62	C	1	1,700	1,216	0.72	D	2	3,400	1,414	0.42	B
	5	Between Via Errecarte and Shadetree Lane/Avenida Siega	1	1,700	1,739	1.02	F	2	3,400	2,102	0.62	C	1	1,700	1,229	0.72	D	2	3,400	1,426	0.42	B

Notes: LOS = Level of Service, V/C = Volume to Capacity
 Peak hour capacity based on Caltrans' District 12 data.
Bold - Deficient LOS

Table 3-G: Design Year (2045) Intersection Levels of Service

Intersection	Control	No Build				Build			
		A.M Peak Hour		P.M Peak Hour		A.M Peak Hour		P.M Peak Hour	
		Delay ² (sec.)	LOS	Delay ² (sec.)	LOS	Delay ² (sec.)	LOS	Delay ² (sec.)	LOS
1. La Novia Avenue/State Route 74	Signal	73.8	E	53.1	D	114.9	F	111.9	F
2. Belford Drive/State Route 74	OWSC	44.1	E	>200	F	81.5	F	-	F
3. Sundance Drive/State Route 74	OWSC	>200	F	38.8	E	-	F	-	F
4. Avenida Victoria - Via Cuartel/State Route 74	TWSC	>200	F	-	F	-	F	-	F
5. Avenida Linda Vista/State Route 74	OWSC	57.8	F	17.3	C	-	F	-	F
6. Calle Entradero/State Route 74	TWSC	>200	F	>200	F	-	F	96.0	F
7. Hunt Club Drive - Via Cordova/State Route 74	TWSC/Signal ¹	-	F	>200	F	107.4	F	56.5	F
8. Via Cristal/State Route 74	OWSC	>200	F	>200	F	20.0	C	-	F
9. Strawberry Lane/State Route 74	OWSC	155.5	F	>200	F	45.5	E	-	F
10. Via Errecarte/State Route 74	OWSC	>200	F	>200	F	-	F	-	F
11. Shadetree Lane - Avenida Siega/State Route 74	TWSC	>200	F	-	F	-	F	-	F
12. Reata Road/State Route 74	Signal	108.7	F	27.2	C	>200	F	81.2	F
13. Antonio Parkway - La Pata Avenue/State Route 74	Signal	>200	F	>200	F	>200	F	>200	F

Notes: OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control
 Delay = Average control delay in seconds (For TWSC intersections, reported delay is for worst-case movement).
 LOS = Level of Service
 ■ = Unsatisfactory LOS

Intersection control is TWSC under No Build conditions and Signalized under Build conditions.
 Based on Synchro results, intersections where the delay is represented with a dash (-) has through volumes that block the turn movements throughout the peak hour. As such, Synchro does not report a delay at these intersections for the blocked turn movements. Therefore, the worst-case movements at these intersections operate at LOS F.

Table 3-H: Design Year (2045) Roadway Segment Levels of Service – AM Peak Hour

Roadway	#	Segment	Eastbound										Westbound									
			No Build					Build					No Build					Build				
			Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS
State Route 74	1	Between Calle Entradero and Hunt Club Drive/Via Cordova	1	1,700	1,647	0.97	E	2	3,400	1,986	0.58	C	1	1,700	2,625	1.54	F	2	3,400	3,124	0.92	E
	2	Between Hunt Club Drive/Via Cordova and Via Cristal	1	1,700	1,596	0.94	E	2	3,400	1,946	0.57	C	1	1,700	2,574	1.51	F	2	3,400	3,081	0.91	E
	3	Between Via Cristal and Strawberry Lane	1	1,700	1,592	0.94	E	2	3,400	1,942	0.57	C	1	1,700	2,571	1.51	F	2	3,400	3,076	0.90	E
	4	Between Strawberry Lane and Via Errecarte	1	1,700	1,591	0.94	E	2	3,400	1,941	0.57	C	1	1,700	2,568	1.51	F	2	3,400	3,073	0.90	E
	5	Between Via Errecarte and Shadetree Lane/Avenida Siega	1	1,700	1,590	0.94	E	2	3,400	1,939	0.57	C	1	1,700	2,574	1.51	F	2	3,400	3,078	0.91	E

Table 3-I: Design Year (2045) Roadway Segment Levels of Service – PM Peak Hour

Roadway	#	Segment	Eastbound										Westbound									
			No Build					Build					No Build					Build				
			Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS	Number of Lanes	Peak Hour (One-Way) Capacity	Peak Hour Volume	V/C	LOS
State Route 74	1	Between Calle Entradero and Hunt Club Drive/Via Cordova	1	1,700	2,128	1.25	F	2	3,400	2,670	0.79	D	1	1,700	1,374	0.81	D	2	3,400	1,686	0.50	C
	2	Between Hunt Club Drive/Via Cordova and Via Cristal	1	1,700	2,074	1.22	F	2	3,400	2,634	0.77	D	1	1,700	1,338	0.79	D	2	3,400	1,672	0.49	C
	3	Between Via Cristal and Strawberry Lane	1	1,700	2,081	1.22	F	2	3,400	2,641	0.78	D	1	1,700	1,356	0.80	D	2	3,400	1,691	0.50	C
	4	Between Strawberry Lane and Via Errecarte	1	1,700	2,077	1.22	F	2	3,400	2,637	0.78	D	1	1,700	1,358	0.80	D	2	3,400	1,693	0.50	C
	5	Between Via Errecarte and Shadetree Lane/Avenida Siega	1	1,700	2,085	1.23	F	2	3,400	2,646	0.78	D	1	1,700	1,379	0.81	D	2	3,400	1,715	0.50	C

Notes: LOS = Level of Service, V/C = Volume to Capacity
 Peak hour capacity based on Caltrans' District 12 data.
Bold - Deficient LOS

This page intentionally left blank

4. SPECIAL ISSUES

4.1. Speed

The average vehicle speed for the project area was analyzed using existing speed data and forecast vehicular speed data from Synchro. Wiltec collected all existing speed data on Tuesday, March 27, 2018 (see Appendix A). Table 4-A summarizes the existing daily speed based on speed surveys conducted.

Table 4-B summarizes the existing peak hour speed and shows that average eastbound vehicular speeds would improve while the average westbound vehicular speeds would decrease with Build Alternative 2.

Table 4-C summarizes the opening year (2025) peak hour speed and shows that projected average eastbound vehicular speeds would improve while the average westbound vehicular speeds would decrease with Build Alternative 2.

Table 4-D summarizes the design year (2045) peak hour speed and shows that projected average eastbound vehicular speeds would improve while the average westbound vehicular speeds would decrease with Build Alternative 2.

All Synchro speed calculation worksheets are included in Appendix E.

4.2. Traffic Diversion Analysis

As shown in Chapter 3.0, all roadway segments are overcapacity under all no build conditions. Consequently, queueing will occur along the length of SR-74 and driver behavior is anticipated to change due to the traffic congestion under no build conditions. Drivers may take alternate routes to avoid the congestion along SR-74. OCTAM was used to quantify the traffic diversion that may occur under the no build conditions compared to the build conditions. As illustrated in Figure 4-1, under the no build conditions, approximately 9,700 vehicles per day would be diverted from SR-74 to other routes compared to the build conditions.

4.3. Collision Analysis

Collision data along SR-74 were obtained from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) and is included in Appendix D.

The TASAS data provide accident rates for each roadway segment in the study area. Accident rates are defined as number of collisions per million vehicle miles. Figure 4-2 summarizes the accidents per million vehicle miles on each segment in the study area. The segment with the highest accident rate is the segment of SR-74 between Calle Entradero and Hunt Club Drive-Via Cordova. However, the highest number of injuries occurs at the segment between Strawberry Lane and Via Errecarte, as illustrated in Figure 4-3. Figure 4-4 illustrates the number of accidents that occurred in the study area from January 2012 to December 2016.

4.4. Vehicle Miles Traveled Analysis

Table 4-E summarizes the estimated design year (2045) total vehicle miles traveled (VMT) for vehicles traveling through the study area under no build and build conditions. Build Alternative 2

would result in an increase of total VMT by approximately 336,000 miles per day under design year conditions due to induced traffic demand.

4.5. SR-241 Extension

The OCTAM future year scenario includes the SR-241 extension to I-5 under the OCTAM year 2040 constrained network scenario. As discussed in Section 2.2, this TSR does not include this extension for evaluation of design year 2045 conditions. To identify whether or not the SR-241 extension would result in an impact on the study area, a volume comparison analysis was conducted between with and without the SR-241 extension conditions under the design year 2045 build scenario.

Table 4-F provides a comparison of the estimated design year (2045) ADT volumes with and without the SR-241 extension. As shown in Table 4-F, traffic volumes are projected to be lower with the SR-241 extension compared to without the SR-241 extension. Therefore, the design year (2045) analysis included in this TSR presents a worst-case scenario.

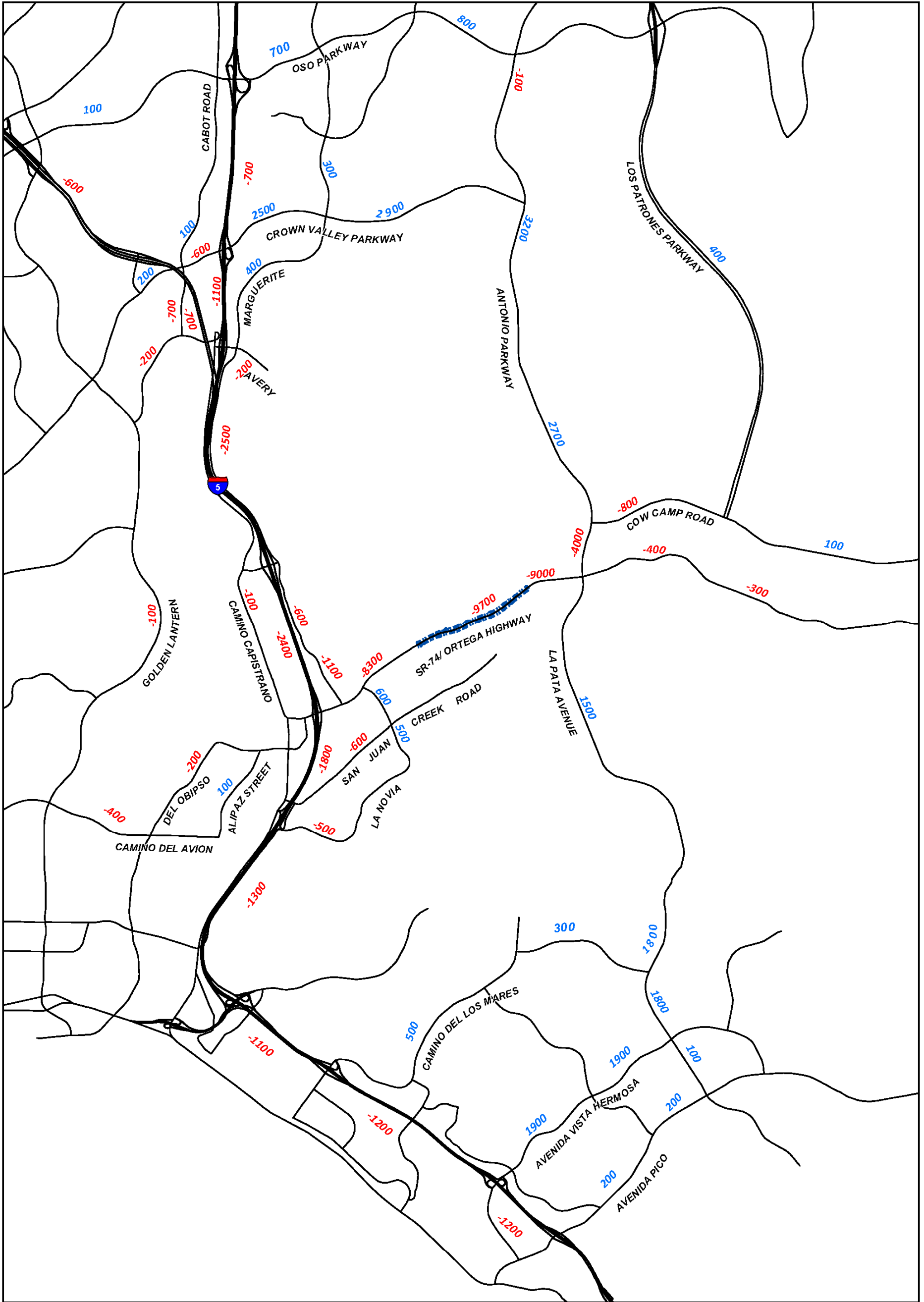
4.6. Chapter 4.0 List of Figures and Tables

Figures


- Figure 4-1: Traffic Diversion ADT Volumes
- Figure 4-2: Accidents per Million Vehicle Miles within Study Area
- Figure 4-3: Total Injuries within the Study Area
- Figure 4-4: Total Accidents within the Study Area

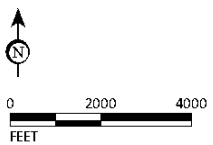
Tables

- Table 4-A: Existing (2018) Daily Speed Summary (based on Speed Survey)
- Table 4-B: Existing (2018) Peak Hour Speed Summary
- Table 4-C: Opening Year (2025) Peak Hour Speed Summary
- Table 4-D: Design Year (2045) Peak Hour Speed Summary
- Table 4-E: Design Year (2045) VMT Estimate
- Table 4-F: Design Year (2045) Daily Volume Comparison Without and With the SR-241 Extension



LEGEND

-  Project Area
- XXXX ADT Increase No Build vs. Build
- XXXX ADT Decrease No Build vs. Build



SOURCE: Orange County Transportation Analysis Model (OCTAM)

I:\CDT1609.33 Lower 74 Traffic\Reports\Traffic\fig4-1_Traffic_Diversion_ADT.mxd (12/3/2018)

FIGURE 4-1

This page intentionally left blank

Figure 4-2: Accidents per Million Vehicle Miles within Study Area

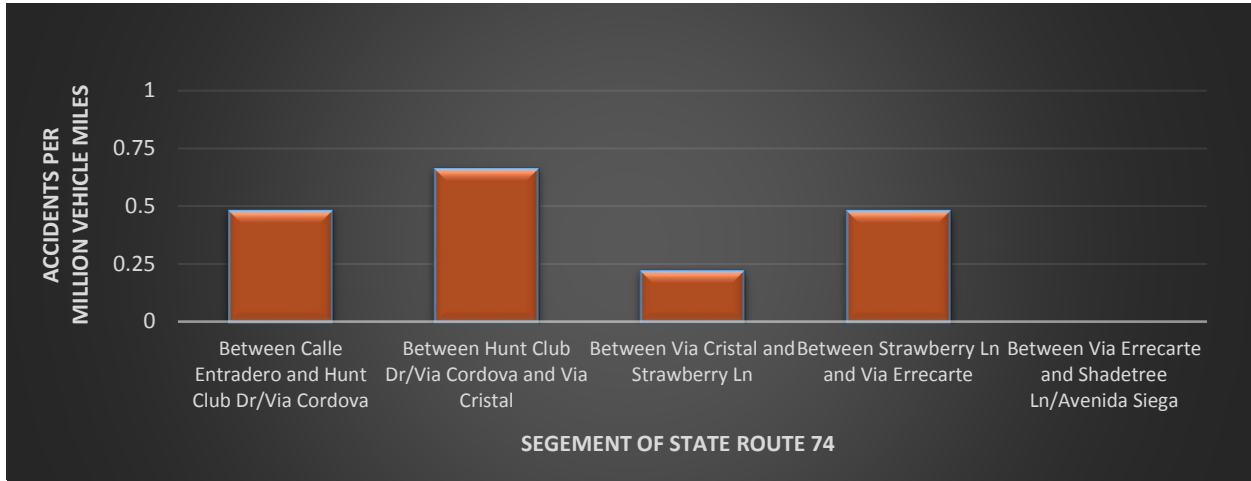
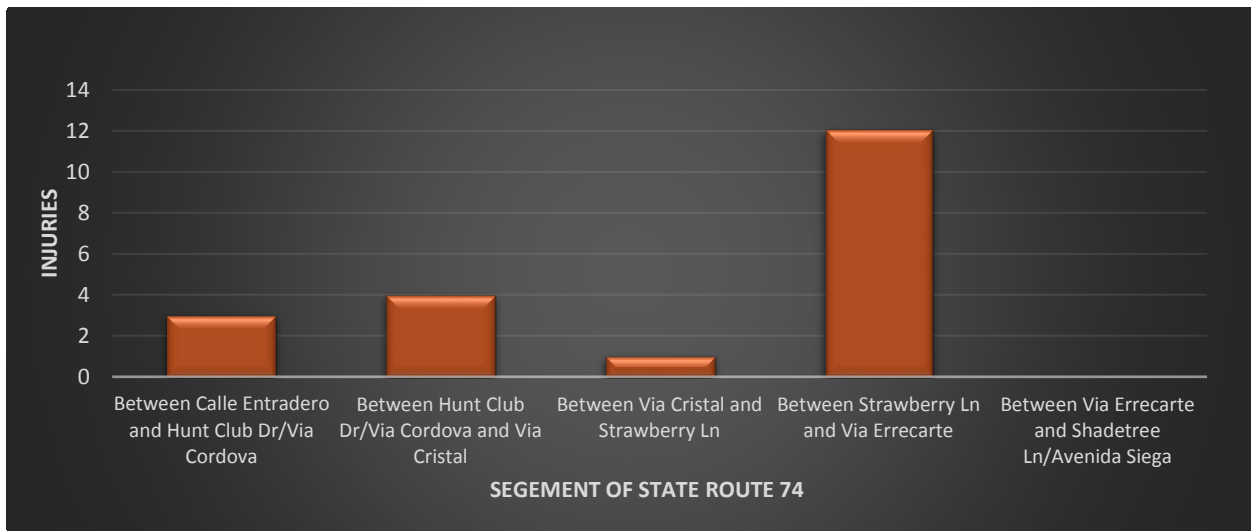


Figure 4-3: Total Injuries within the Study Area



This page intentionally left blank

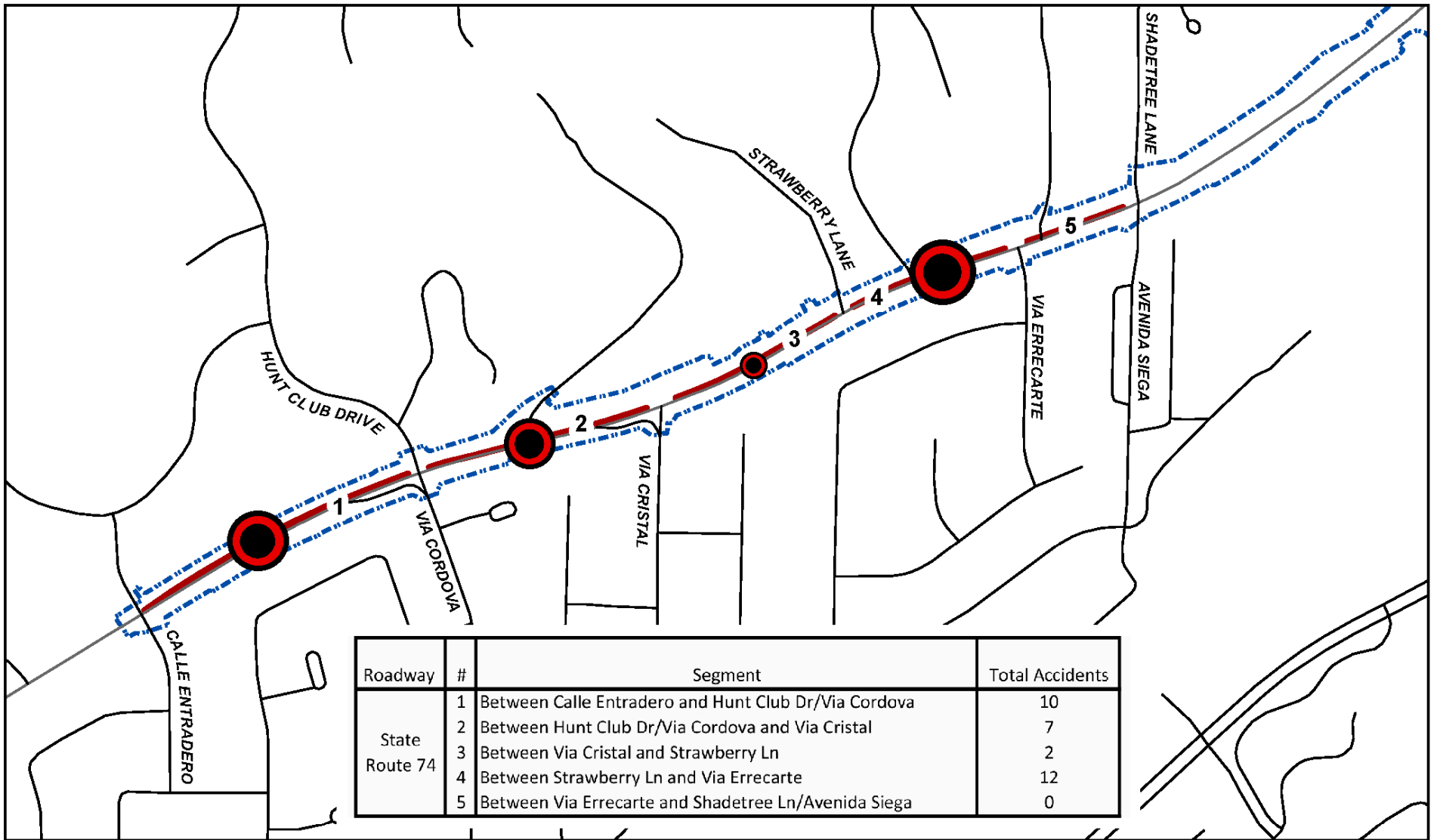
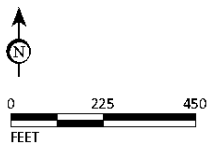


FIGURE 4-4

LEGEND

- Project Area
- Roadway Segments
- Total Accidents



SOURCE: ESRI Streetmap, 2013; Caltrans (2012-2016).

I:\CDT1609.33 Lower 74 Traffic\Reports\Traffic\fig4-4_Accidents_Collision Analysis.mxd (12/3/2018)

This page intentionally left blank

Table 4-A - Existing (2018) Daily Speed Summary (Based on Speed Survey)

Roadway	#	Segment	Eastbound	Westbound	
State Route 74	1	between Calle Entradero and Via Cordova	41.0	52.2 (Lane 1)	50.9 (Lane 2)
	2	between Via Cordova and Shadetree Lane	38.9	42.5	

Notes:

All speeds are weighted average speeds in miles per hour calculated based on data obtained from speed surveys conducted on March 27, 2018.

Table 4-B - Existing (2018) Peak Hour Speed Summary

Roadway	#	Segment	Eastbound		Westbound	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
State Route 74	1	between La Novia Avenue and Reata Road	42.6	41.9	37.3	41.6
	2	between Reata Road and Antonio Parkway/La Pata Avenue	22.1	25.1	28.9	31.5
	Average for the Segments		34.9	36.2	34.7	38.4

Notes:

- 1. All speeds are average speeds for respective segments in miles per hour obtained from Synchro.

Table 4-C - Opening Year (2025) Peak Hour Speed Summary

Roadway	#	Segment	Eastbound				Westbound			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Opening Year (2025) No Build	Opening Year (2025) Plus Build	Opening Year (2025) No Build	Opening Year (2025) Plus Build	Opening Year (2025) No Build	Opening Year (2025) Plus Build	Opening Year (2025) No Build	Opening Year (2025) Plus Build
State Route 74	1	between La Novia Avenue and Hunt Club Drive/Via Cordova	42.5	35.2	41.6	32.1	36.6	24.8	41.3	37.1
	2	between Hunt Club Drive/Via Cordova and Reata Road	42.5	37.9	41.6	38.2	36.6	26.1	41.3	38.3
	3	between Reata Road and Antonio Parkway/La Pata Avenue	21.2	24.5	23.1	20.1	27.2	18.5	29.9	29.1
	Average for the Segments		34.3	33.1	35.0	30.3	33.6	23.6	37.6	35.5

Notes:

- ¹. All speeds are average speeds for respective segments in miles per hour obtained from Synchro.
- ². Synchro reports the arterial speed for segments between signalized intersections only. The intersection of State Route 74/Hunt Club Drive - Via Cordova is a signalized intersection only in Build conditions. In No Build conditions, it operates as an unsignalized intersection. Hence, different arterial speeds have been reported for the segments of State Route 74 between La Novia Avenue and Hunt Club Drive/Via Cordova, and between Hunt Club Drive/Via Cordova and Reata Road in Build conditions, whereas the same arterial speed has been reported in No Build conditions.

Table 4-D - Design Year (2045) Peak Hour Speed Summary

Roadway	#	Segment	Eastbound				Westbound			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Design Year (2045)	Design Year (2045)	Design Year (2045)	Design Year (2045)	Design Year (2045)	Design Year (2045)	Design Year (2045)	Design Year (2045)
				No Build	Plus Build	No Build	Plus Build	No Build	Plus Build	
State Route 74	1	between La Novia Avenue and Hunt Club Drive/Via Cordova	41.4	33.9	39.3	23.3	23.8	12.8	40.4	40.4
	2	between Hunt Club Drive/Via Cordova and Reata Road	41.4	33.5	39.3	29.9	23.8	12.8	40.4	36.5
	3	between Reata Road and Antonio Parkway/La Pata Avenue	20.1	24.0	17.9	13.1	14.8	5.6	25.6	22.2
	Average for the Segments		33.1	31.0	30.6	21.8	20.6	10.1	35.2	33.2

Notes:

- ¹. All speeds are average speeds for respective segments in miles per hour obtained from Synchro.
- ². Synchro reports the arterial speed for segments between signalized intersections only. The intersection of State Route 74/Hunt Club Drive - Via Cordova is a signalized intersection only in Build conditions. In No Build conditions, it operates as an unsignalized intersection. Hence, different arterial speeds have been reported for the segments of State Route 74 between La Novia Avenue and Hunt Club Drive/Via Cordova, and between Hunt Club Drive/Via Cordova and Reata Road in Build conditions, whereas the same arterial speed has been reported in No Build conditions.

Table 4-E - Design Year (2045) VMT Estimate

Scenario	2045 Total VMT (miles/day)
Design Year (2045) Build VMT	1,313,759
Design Year (2045) No Build VMT	977,400
Project Related VMT Increase	336,358

Table 4-F - Design Year (2045) Daily Volume Comparison Without and With SR-241 Extension

Roadway	#	Segment	Design Year (2045) Build		
			No 241	With 241	Difference
State Route 74	1	Between Calle Entradero and Hunt Club Drive/Via Cordova	68,600	67,500	-1,100
	2	Between Hunt Club Drive/Via Cordova and Via Cristal	66,900	65,800	-1,100
	3	Between Via Cristal and Strawberry Lane	66,700	65,600	-1,100
	4	Between Strawberry Lane and Via Errecarte	66,500	65,400	-1,100
	5	Between Via Errecarte and Shadetree Lane/Avenida Siega	66,400	65,300	-1,100

5. REFERENCES

Austin-Foust Associates, Inc. 2008. State Route 74 Lower Ortega Highway Widening Traffic Study. July.

California Department of Transportation. 2002. *Guide for the Preparation of Traffic Impact Studies*. December.

Transportation Research Board. 2016. *Highway Capacity Manual, 6th Edition*.

Transportation Research Board. 1982. National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design, December.

This page intentionally left blank

Appendix A. Traffic Counts, Speed Counts

This page intentionally left blank

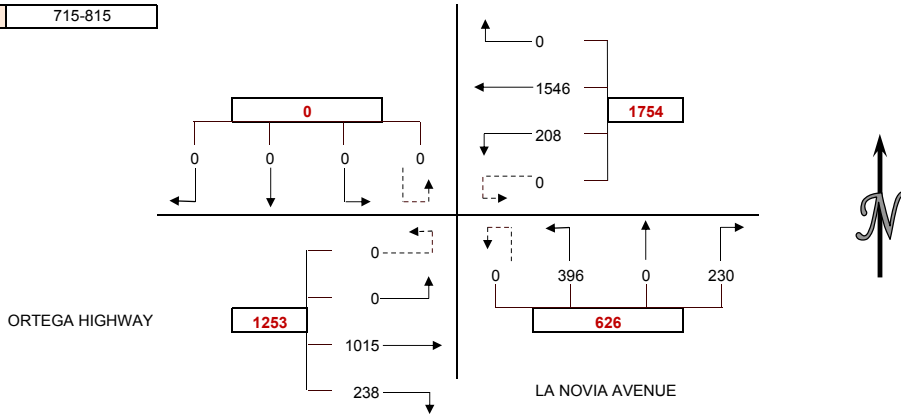
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LA NOVIA AVENUE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	345	27	0	16	0	63	0	24	267	0	0	742
715-730	0	0	0	0	0	380	49	0	59	0	86	0	53	263	0	0	890
730-745	0	0	0	0	0	379	80	0	82	0	115	0	110	261	0	0	1027
745-800	0	0	0	0	0	394	32	0	60	0	122	0	40	305	0	0	953
800-815	0	0	0	0	0	393	47	0	29	0	73	0	35	186	0	0	763
815-830	0	0	0	0	0	419	20	0	40	0	74	0	24	219	0	0	796
830-845	0	0	0	0	0	380	22	0	26	0	72	0	24	234	0	0	758
845-900	0	0	0	0	0	385	30	0	27	0	68	0	28	207	0	0	745
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	1498	188	0	217	0	386	0	227	1096	0	0	3612
715-815	0	0	0	0	0	1546	208	0	230	0	396	0	238	1015	0	0	3633
730-830	0	0	0	0	0	1585	179	0	211	0	384	0	209	971	0	0	3539
745-845	0	0	0	0	0	1586	121	0	155	0	341	0	123	944	0	0	3270
800-900	0	0	0	0	0	1577	119	0	122	0	287	0	111	846	0	0	3062

PEAK HOUR 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	1	1	0	2
815-830	0	1	1	0	2
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	1	1	0	2
715-815	0	2	2	0	4
730-830	0	3	2	0	5
745-845	0	4	2	0	6
800-900	0	3	2	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	1	0	1
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	0	0	1686	1313	603	415	1323	1884
715-815	0	0	1754	1245	626	446	1253	1942
730-830	0	0	1764	1182	595	388	1180	1969
745-845	0	0	1707	1099	496	244	1067	1927
800-900	0	0	1696	968	409	230	957	1864

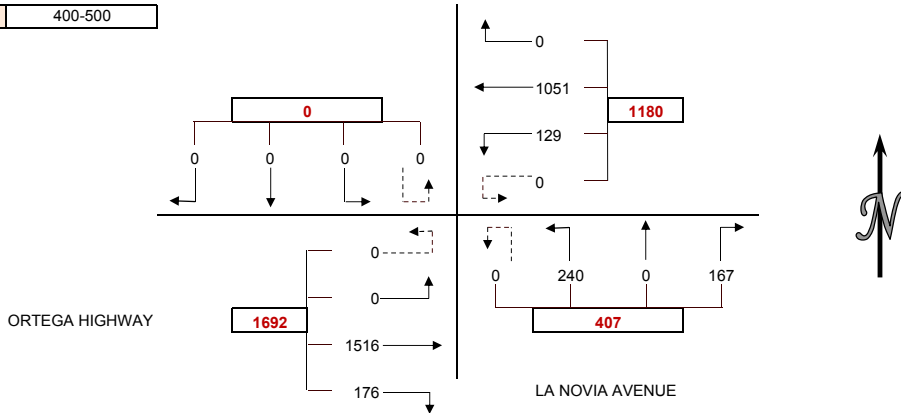
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LA NOVIA AVENUE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	263	31	0	43	0	71	0	39	420	0	0	867
415-430	0	0	0	0	0	256	41	0	30	0	49	0	56	406	0	0	838
430-445	0	0	0	0	0	268	32	0	57	0	74	0	41	329	0	0	801
445-500	0	0	0	0	0	264	25	0	37	0	46	0	40	361	0	0	773
500-515	0	0	0	0	0	254	23	0	46	0	61	0	42	316	0	0	742
515-530	0	0	0	0	0	290	42	0	38	0	47	0	37	382	0	0	836
530-545	0	0	0	0	0	224	22	0	68	0	68	0	32	378	0	0	792
545-600	0	0	0	0	0	230	40	0	49	0	57	0	28	407	0	0	811
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	1051	129	0	167	0	240	0	176	1516	0	0	3279
415-515	0	0	0	0	0	1042	121	0	170	0	230	0	179	1412	0	0	3154
430-530	0	0	0	0	0	1076	122	0	178	0	228	0	160	1388	0	0	3152
445-545	0	0	0	0	0	1032	112	0	189	0	222	0	151	1437	0	0	3143
500-600	0	0	0	0	0	998	127	0	201	0	233	0	139	1483	0	0	3181

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	2	0	0	2
530-545	0	2	0	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	1	0	1
415-515	0	0	1	0	1
430-530	0	2	1	0	3
445-545	0	4	1	0	5
500-600	0	4	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	1	0	0	1
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	1	0	0	1
545-600	0	1	1	0	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	1	0	0	1
415-515	0	1	0	0	1
430-530	0	1	1	0	2
445-545	0	2	1	0	3
500-600	0	2	2	0	4

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	0	0	1180	1683	407	305	1692	1291
415-515	0	0	1163	1582	400	300	1591	1272
430-530	0	0	1198	1566	406	282	1548	1304
445-545	0	0	1144	1626	411	263	1588	1254
500-600	0	0	1125	1684	434	266	1622	1231

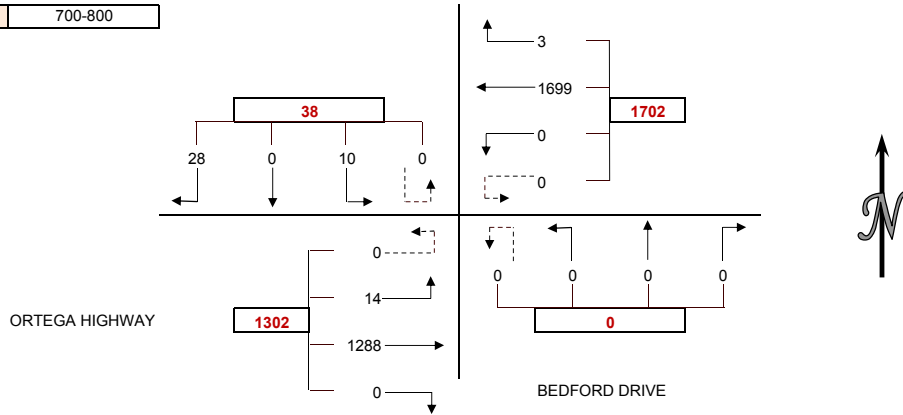
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S BEDFORD DRIVE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	4	0	0	0	1	391	0	0	0	0	0	0	0	294	4	0	694
715-730	7	0	4	0	1	436	0	0	0	0	0	0	0	328	1	0	777
730-745	9	0	5	0	0	451	0	0	0	0	0	0	0	334	3	0	802
745-800	8	0	1	0	1	421	0	0	0	0	0	0	0	332	6	0	769
800-815	6	0	0	0	2	438	0	0	0	0	0	0	0	227	3	1	677
815-830	8	0	1	0	1	443	0	0	0	0	0	0	0	258	6	0	717
830-845	6	0	2	0	1	390	0	0	0	0	0	0	0	264	5	0	668
845-900	6	0	0	0	3	417	0	0	0	0	0	0	0	253	2	0	681
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	28	0	10	0	3	1699	0	0	0	0	0	0	0	1288	14	0	3042
715-815	30	0	10	0	4	1746	0	0	0	0	0	0	0	1221	13	1	3025
730-830	31	0	7	0	4	1753	0	0	0	0	0	0	0	1151	18	1	2965
745-845	28	0	4	0	5	1692	0	0	0	0	0	0	0	1081	20	1	2831
800-900	26	0	3	0	7	1688	0	0	0	0	0	0	0	1002	16	1	2743

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	1	0	0	0	1
715-815	2	0	0	0	2
730-830	3	0	0	0	3
745-845	3	0	0	0	3
800-900	3	0	0	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	1	0	0	0	1

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	38	17	1702	1298	0	0	1302	1727
715-815	40	17	1750	1231	0	0	1235	1777
730-830	38	22	1757	1158	0	0	1170	1785
745-845	32	25	1697	1085	0	0	1102	1721
800-900	29	23	1695	1005	0	0	1019	1715

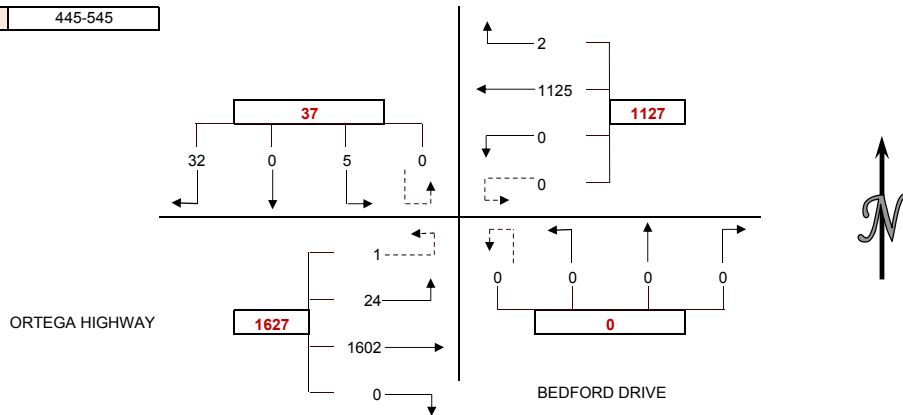
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S BEDFORD DRIVE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	11	0	0	0	0	283	0	0	0	0	0	0	0	420	5	0	719
415-430	2	0	0	0	3	299	0	0	0	0	0	0	0	403	3	0	710
430-445	7	0	0	0	0	296	0	0	0	0	0	0	0	368	9	0	680
445-500	7	0	1	0	1	273	0	0	0	0	0	0	0	383	10	1	676
500-515	12	0	0	0	1	268	0	0	0	0	0	0	0	365	5	0	651
515-530	8	0	2	0	0	336	0	0	0	0	0	0	0	404	6	0	756
530-545	5	0	2	0	0	248	0	0	0	0	0	0	0	450	3	0	708
545-600	10	0	0	0	0	251	0	0	0	0	0	0	0	407	8	0	676
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	27	0	1	0	4	1151	0	0	0	0	0	0	0	1574	27	1	2785
415-515	28	0	1	0	5	1136	0	0	0	0	0	0	0	1519	27	1	2717
430-530	34	0	3	0	2	1173	0	0	0	0	0	0	0	1520	30	1	2763
445-545	32	0	5	0	2	1125	0	0	0	0	0	0	0	1602	24	1	2791
500-600	35	0	4	0	1	1103	0	0	0	0	0	0	0	1626	22	0	2791

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	1	0	0	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	1	0	0	0	1
500-600	1	0	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	2	0	0	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	2	0	0	0	2
500-600	2	0	0	0	2

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	28	31	1155	1575	0	0	1602	1179
415-515	29	32	1141	1520	0	0	1547	1165
430-530	37	32	1175	1523	0	0	1551	1208
445-545	37	26	1127	1607	0	0	1627	1158
500-600	39	23	1104	1630	0	0	1648	1138

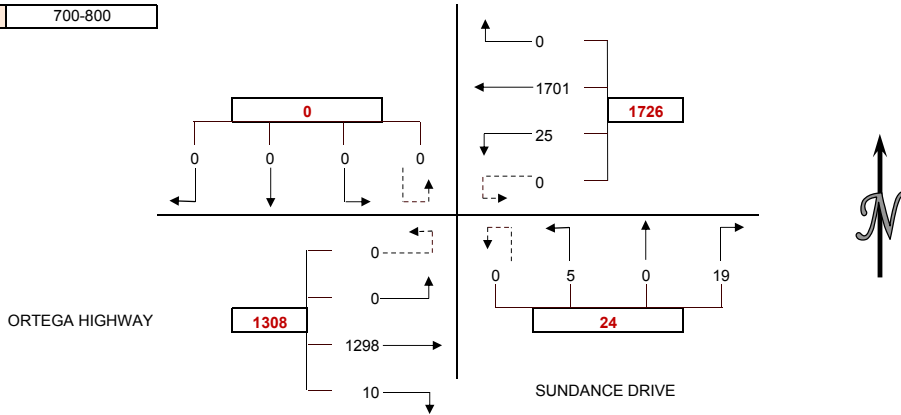
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SUNDANCE DRIVE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	401	5	0	5	0	2	0	2	273	0	0	688
715-730	0	0	0	0	0	429	3	0	3	0	1	0	4	337	0	0	777
730-745	0	0	0	0	0	451	14	0	7	0	1	0	1	342	0	0	816
745-800	0	0	0	0	0	420	3	0	4	0	1	0	3	346	0	0	777
800-815	0	0	0	0	0	441	10	0	3	0	1	0	2	220	0	0	677
815-830	0	0	0	0	0	439	4	0	2	0	0	1	1	251	0	0	698
830-845	0	0	0	0	0	382	4	0	2	0	1	0	3	263	0	0	655
845-900	0	0	0	0	0	416	0	0	0	0	2	0	2	232	0	0	652
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	1701	25	0	19	0	5	0	10	1298	0	0	3058
715-815	0	0	0	0	0	1741	30	0	17	0	4	0	10	1245	0	0	3047
730-830	0	0	0	0	0	1751	31	0	16	0	3	1	7	1159	0	0	2968
745-845	0	0	0	0	0	1682	21	0	11	0	3	1	9	1080	0	0	2807
800-900	0	0	0	0	0	1678	18	0	7	0	4	1	8	966	0	0	2682

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	1	1
715-815	0	0	0	1	1
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	0	0	1726	1317	24	35	1308	1706
715-815	0	0	1771	1262	21	40	1255	1745
730-830	0	0	1782	1175	20	39	1166	1754
745-845	0	0	1703	1091	15	31	1089	1685
800-900	0	0	1696	973	12	27	974	1682

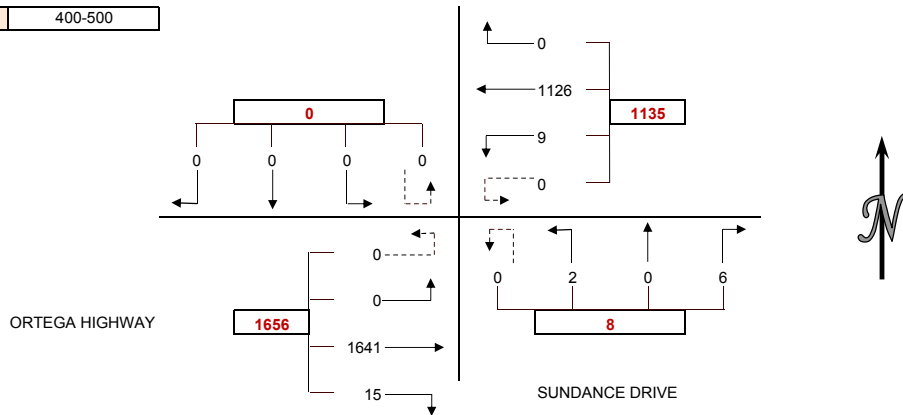
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SUNDANCE DRIVE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	279	4	0	2	0	1	0	5	462	0	0	753
415-430	0	0	0	0	0	292	3	0	0	0	1	0	5	420	0	0	721
430-445	0	0	0	0	0	295	0	0	2	0	0	0	3	384	0	0	684
445-500	0	0	0	0	0	260	2	0	2	0	0	0	2	375	0	0	641
500-515	0	0	0	0	0	261	0	0	5	0	1	0	3	349	0	0	619
515-530	0	0	0	0	0	321	1	0	1	0	2	0	4	408	0	0	737
530-545	0	0	0	0	0	232	2	1	6	0	0	0	2	414	0	0	657
545-600	0	0	0	0	0	247	1	0	3	0	0	0	3	448	0	0	702
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	1126	9	0	6	0	2	0	15	1641	0	0	2799
415-515	0	0	0	0	0	1108	5	0	9	0	2	0	13	1528	0	0	2665
430-530	0	0	0	0	0	1137	3	0	10	0	3	0	12	1516	0	0	2681
445-545	0	0	0	0	0	1074	5	1	14	0	3	0	11	1546	0	0	2654
500-600	0	0	0	0	0	1061	4	1	15	0	3	0	12	1619	0	0	2715

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	3	3
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	4	4
445-545	0	0	0	3	3
500-600	0	0	0	3	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	0	0	0	1	1
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	0	0	1135	1647	8	24	1656	1128
415-515	0	0	1113	1537	11	18	1541	1110
430-530	0	0	1140	1526	13	15	1528	1140
445-545	0	0	1080	1561	17	16	1557	1077
500-600	0	0	1066	1635	18	16	1631	1064

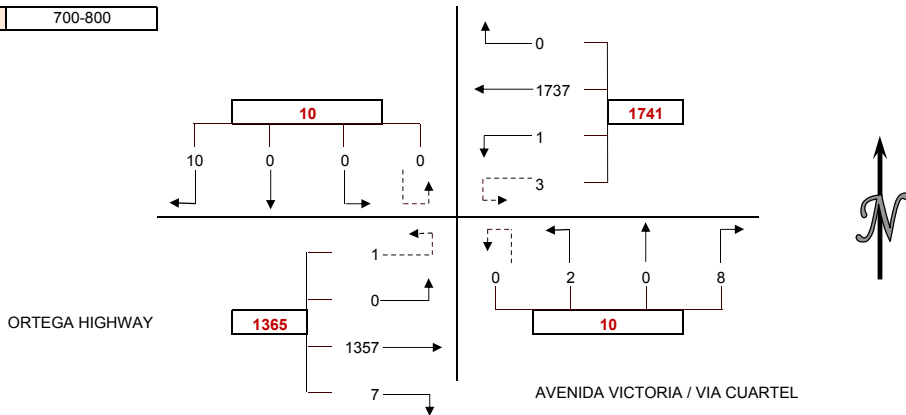
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AVENIDA VICTORIA / VIA CUARTEL
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	0	0	0	0	405	0	0	0	0	1	0	2	307	0	0	716
715-730	3	0	0	0	0	453	0	0	5	0	0	0	2	345	0	0	808
730-745	0	0	0	0	0	475	0	1	3	0	1	0	2	344	0	0	826
745-800	6	0	0	0	0	404	1	2	0	0	0	0	1	361	0	1	776
800-815	3	0	0	0	0	459	0	0	0	1	1	0	1	215	4	0	684
815-830	5	0	0	0	0	439	1	0	0	0	0	0	0	251	0	0	696
830-845	4	0	0	0	0	385	1	0	2	0	1	1	1	259	0	0	654
845-900	4	0	0	0	0	424	0	0	1	0	1	0	0	238	2	0	670
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	10	0	0	0	0	1737	1	3	8	0	2	0	7	1357	0	1	3126
715-815	12	0	0	0	0	1791	1	3	8	1	2	0	6	1265	4	1	3094
730-830	14	0	0	0	0	1777	2	3	3	1	2	0	4	1171	4	1	2982
745-845	18	0	0	0	0	1687	3	2	2	1	2	1	3	1086	4	1	2810
800-900	16	0	0	0	0	1707	2	0	3	1	3	1	2	963	6	0	2704

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	1	0	1	0	2
715-815	1	0	0	0	1
730-830	1	0	0	0	1
745-845	1	0	0	0	1
800-900	1	0	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	10	0	1741	1368	10	8	1365	1750
715-815	12	5	1795	1276	11	7	1276	1806
730-830	14	5	1782	1177	6	6	1180	1794
745-845	18	5	1692	1090	6	7	1094	1708
800-900	16	7	1709	966	8	5	971	1726

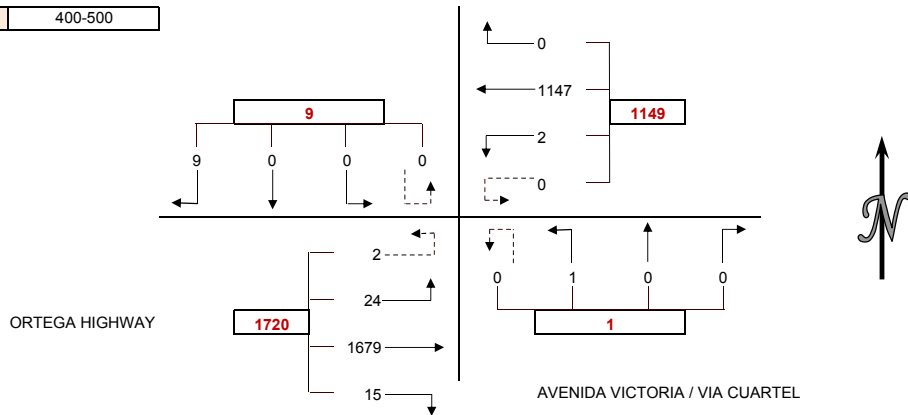
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AVENIDA VICTORIA / VIA CUARTEL
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	4	0	0	0	0	287	1	0	0	0	0	0	3	466	8	1	770
415-430	3	0	0	0	0	294	1	0	0	0	1	0	8	434	6	1	748
430-445	0	0	0	0	0	299	0	0	0	0	0	0	2	379	6	0	686
445-500	2	0	0	0	0	267	0	0	0	0	0	0	2	400	4	0	675
500-515	4	0	0	0	0	271	3	0	0	0	0	0	2	353	3	0	636
515-530	1	0	0	0	0	320	3	0	0	0	0	0	2	402	8	0	736
530-545	2	0	0	0	0	235	2	1	0	0	0	0	4	448	6	0	698
545-600	2	0	0	0	0	247	0	0	2	0	0	0	3	444	4	0	702
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	9	0	0	0	0	1147	2	0	0	0	1	0	15	1679	24	2	2879
415-515	9	0	0	0	0	1131	4	0	0	0	1	0	14	1566	19	1	2745
430-530	7	0	0	0	0	1157	6	0	0	0	0	0	8	1534	21	0	2733
445-545	9	0	0	0	0	1093	8	1	0	0	0	0	10	1603	21	0	2745
500-600	9	0	0	0	0	1073	8	1	2	0	0	0	11	1647	21	0	2772

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	2	0	0	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	1	0	1
415-515	0	0	1	0	1
430-530	0	0	2	0	2
445-545	2	0	2	0	4
500-600	2	0	1	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	1	0	1
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	0	0	1	0	1
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	9	24	1149	1679	1	17	1720	1159
415-515	9	19	1135	1566	1	18	1600	1142
430-530	7	21	1163	1534	0	14	1563	1164
445-545	9	21	1102	1604	0	18	1634	1102
500-600	9	21	1082	1650	2	19	1679	1082

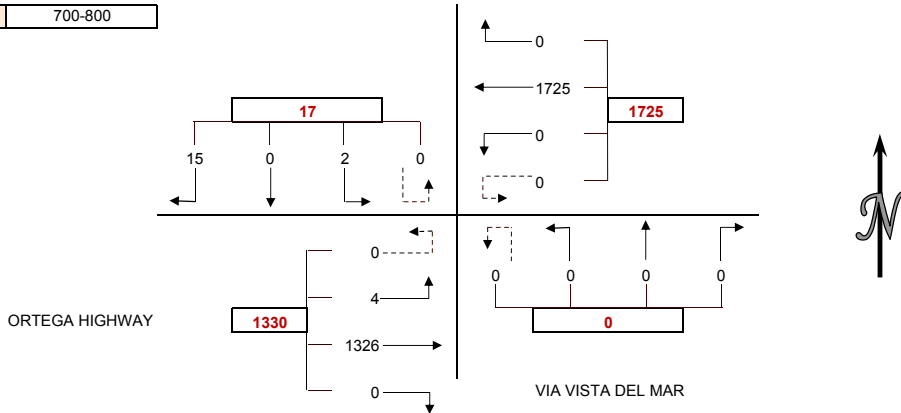
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VIA VISTA DEL MAR
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	6	0	1	0	0	400	0	0	0	0	0	0	0	293	1	0	701
715-730	2	0	1	0	0	439	0	0	0	0	0	0	0	340	0	0	782
730-745	4	0	0	0	0	469	0	0	0	0	0	0	0	349	2	0	824
745-800	3	0	0	0	0	417	0	0	0	0	0	0	0	344	1	0	765
800-815	3	0	0	0	1	451	0	0	0	0	0	0	0	217	1	0	673
815-830	6	0	0	0	0	447	0	0	0	0	0	0	0	249	0	0	702
830-845	5	0	0	0	1	388	0	0	0	0	0	0	0	261	2	0	657
845-900	2	0	1	0	1	426	0	0	0	0	0	0	0	233	0	0	663
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	15	0	2	0	0	1725	0	0	0	0	0	0	0	1326	4	0	3072
715-815	12	0	1	0	1	1776	0	0	0	0	0	0	0	1250	4	0	3044
730-830	16	0	0	0	1	1784	0	0	0	0	0	0	0	1159	4	0	2964
745-845	17	0	0	0	2	1703	0	0	0	0	0	0	0	1071	4	0	2797
800-900	16	0	1	0	3	1712	0	0	0	0	0	0	0	960	3	0	2695

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	1	0	0	0	1
715-815	1	0	0	0	1
730-830	1	0	0	0	1
745-845	1	0	0	0	1
800-900	1	0	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	1	0	0	0	1
745-845	1	0	0	0	1
800-900	1	0	0	0	1

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	17	4	1725	1328	0	0	1330	1740
715-815	13	5	1777	1251	0	0	1254	1788
730-830	16	5	1785	1159	0	0	1163	1800
745-845	17	6	1705	1071	0	0	1075	1720
800-900	17	6	1715	961	0	0	963	1728

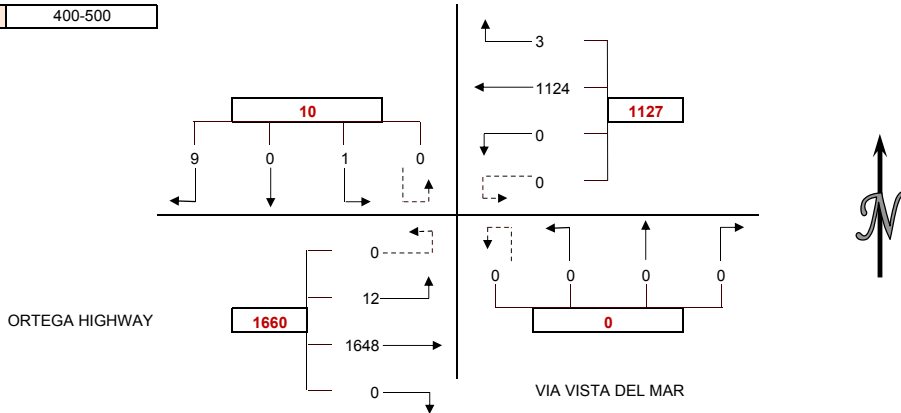
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VIA VISTA DEL MAR
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	2	0	1	0	1	272	0	0	0	0	0	0	0	451	2	0	729
415-430	4	0	0	0	1	288	0	0	0	0	0	0	0	436	0	0	729
430-445	2	0	0	0	0	296	0	0	0	0	0	0	0	392	5	0	695
445-500	1	0	0	0	1	268	0	0	0	0	0	0	0	369	5	0	644
500-515	1	0	1	0	1	265	0	0	0	0	0	0	0	367	1	0	636
515-530	1	0	0	0	4	328	0	0	0	0	0	0	0	391	1	0	725
530-545	3	0	0	0	1	237	0	0	0	0	0	0	0	411	6	0	658
545-600	3	0	1	0	1	250	0	0	0	0	0	0	0	393	3	0	651
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	9	0	1	0	3	1124	0	0	0	0	0	0	0	1648	12	0	2797
415-515	8	0	1	0	3	1117	0	0	0	0	0	0	0	1564	11	0	2704
430-530	5	0	1	0	6	1157	0	0	0	0	0	0	0	1519	12	0	2700
445-545	6	0	1	0	7	1098	0	0	0	0	0	0	0	1538	13	0	2663
500-600	8	0	2	0	7	1080	0	0	0	0	0	0	0	1562	11	0	2670

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	2	0	0	0	2
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	1	0	0	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	2	0	0	0	2
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	1	0	0	0	1
500-600	1	0	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	1	0	0	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	1	0	0	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	1	0	0	0	1
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	1	0	0	0	1
500-600	1	0	0	0	1

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	10	15	1127	1649	0	0	1660	1133
415-515	9	14	1120	1565	0	0	1575	1125
430-530	6	18	1163	1520	0	0	1531	1162
445-545	7	20	1105	1539	0	0	1551	1104
500-600	10	18	1087	1564	0	0	1573	1088

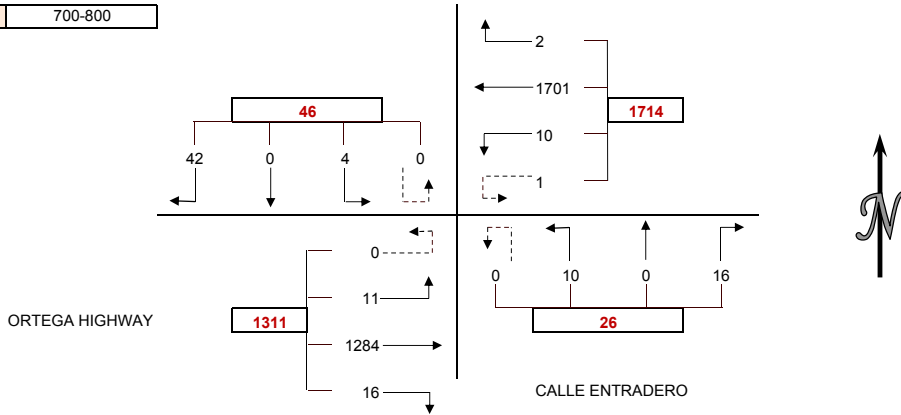
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S CALLE ENTRADERO
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	3	0	1	0	1	403	3	0	2	0	1	0	3	302	0	0	719
715-730	16	0	1	0	0	435	2	0	5	0	1	0	2	316	1	0	779
730-745	15	0	1	0	1	459	0	0	3	0	3	0	4	341	5	0	832
745-800	8	0	1	0	0	404	5	1	6	0	5	0	7	325	5	0	767
800-815	6	0	0	0	0	455	0	0	2	0	0	0	1	212	2	0	678
815-830	3	0	0	0	0	427	1	3	3	0	1	0	3	236	2	0	679
830-845	7	0	1	0	0	365	0	1	1	0	5	0	3	251	0	0	634
845-900	6	0	0	0	0	399	2	0	5	0	2	0	2	226	3	0	645
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	42	0	4	0	2	1701	10	1	16	0	10	0	16	1284	11	0	3097
715-815	45	0	3	0	1	1753	7	1	16	0	9	0	14	1194	13	0	3056
730-830	32	0	2	0	1	1745	6	4	14	0	9	0	15	1114	14	0	2956
745-845	24	0	2	0	0	1651	6	5	12	0	11	0	14	1024	9	0	2758
800-900	22	0	1	0	0	1646	3	4	11	0	8	0	9	925	7	0	2636

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	1	0	1	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	1	0	2	0	3
715-815	1	0	1	0	2
730-830	1	0	1	0	2
745-845	1	0	0	0	1
800-900	1	0	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	46	13	1714	1305	26	26	1311	1753
715-815	48	14	1762	1214	25	21	1221	1807
730-830	34	15	1756	1134	23	21	1143	1786
745-845	26	9	1662	1043	23	20	1047	1686
800-900	23	7	1653	941	19	12	941	1676

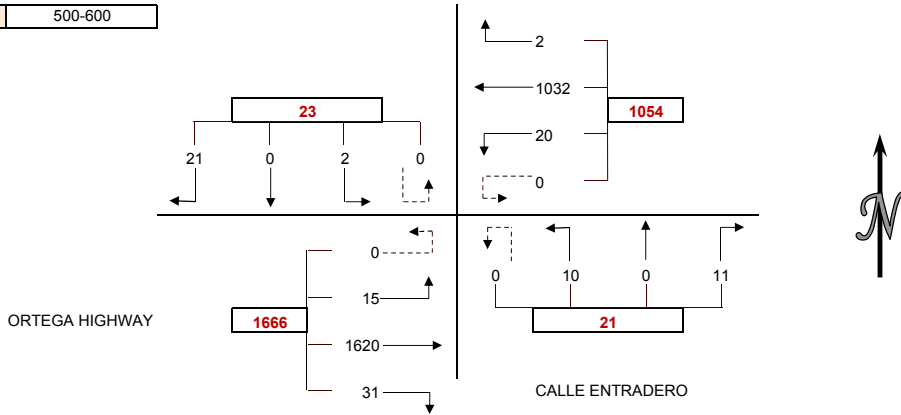
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S CALLE ENTRADERO
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	7	0	1	0	1	261	3	0	2	0	0	0	15	446	10	0	746
415-430	10	0	0	0	1	240	2	0	0	0	0	0	11	461	6	0	731
430-445	6	0	0	0	0	272	2	0	1	0	1	0	8	356	5	0	651
445-500	2	0	0	0	0	264	1	0	1	0	0	0	5	349	5	0	627
500-515	10	0	0	0	0	272	4	0	5	0	3	0	9	395	1	0	699
515-530	5	0	0	0	0	309	4	0	4	0	3	0	6	396	4	0	731
530-545	4	0	2	0	1	221	4	0	0	0	2	0	7	419	6	0	666
545-600	2	0	0	0	1	230	8	0	2	0	2	0	9	410	4	0	668
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	25	0	1	0	2	1037	8	0	4	0	1	0	39	1612	26	0	2755
415-515	28	0	0	0	1	1048	9	0	7	0	4	0	33	1561	17	0	2708
430-530	23	0	0	0	0	1117	11	0	11	0	7	0	28	1496	15	0	2708
445-545	21	0	2	0	1	1066	13	0	10	0	8	0	27	1559	16	0	2723
500-600	21	0	2	0	2	1032	20	0	11	0	10	0	31	1620	15	0	2764

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	1	0	1
445-545	0	0	1	0	1
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	26	28	1047	1617	5	47	1677	1063
415-515	28	18	1058	1568	11	42	1611	1080
430-530	23	15	1128	1507	18	39	1539	1147
445-545	23	17	1080	1571	18	40	1602	1095
500-600	23	17	1054	1633	21	51	1666	1063

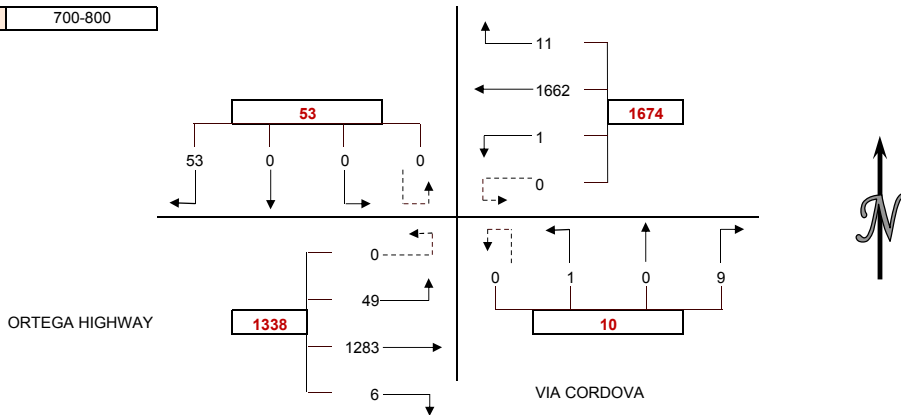
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VIA CORDOVA
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	4	0	0	0	5	410	0	0	0	0	1	0	2	313	14	0	749
715-730	14	0	0	0	2	408	1	0	2	0	0	0	0	345	6	0	778
730-745	25	0	0	0	1	430	0	0	4	0	0	0	1	348	8	0	817
745-800	10	0	0	0	3	414	0	0	3	0	0	0	3	277	21	0	731
800-815	13	0	0	0	7	417	1	0	0	0	0	0	4	217	11	0	670
815-830	11	0	0	0	2	444	2	0	1	0	0	1	4	244	13	0	722
830-845	11	0	0	0	1	337	0	0	0	0	0	0	1	262	12	0	624
845-900	16	0	1	0	3	380	0	0	1	0	0	0	4	237	9	0	651
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	53	0	0	0	11	1662	1	0	9	0	1	0	6	1283	49	0	3075
715-815	62	0	0	0	13	1669	2	0	9	0	0	0	8	1187	46	0	2996
730-830	59	0	0	0	13	1705	3	0	8	0	0	1	12	1086	53	0	2940
745-845	45	0	0	0	13	1612	3	0	4	0	0	1	12	1000	57	0	2747
800-900	51	0	1	0	13	1578	3	0	2	0	0	1	13	960	45	0	2667

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	1	0	1
715-730	0	0	2	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	1	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	3	0	3
715-815	0	0	2	0	2
730-830	0	1	0	0	1
745-845	0	1	0	0	1
800-900	0	1	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	53	60	1674	1292	10	7	1338	1716
715-815	62	59	1684	1196	9	10	1241	1731
730-830	59	66	1721	1094	9	16	1151	1764
745-845	45	70	1628	1004	5	16	1069	1657
800-900	52	58	1594	963	3	17	1018	1629

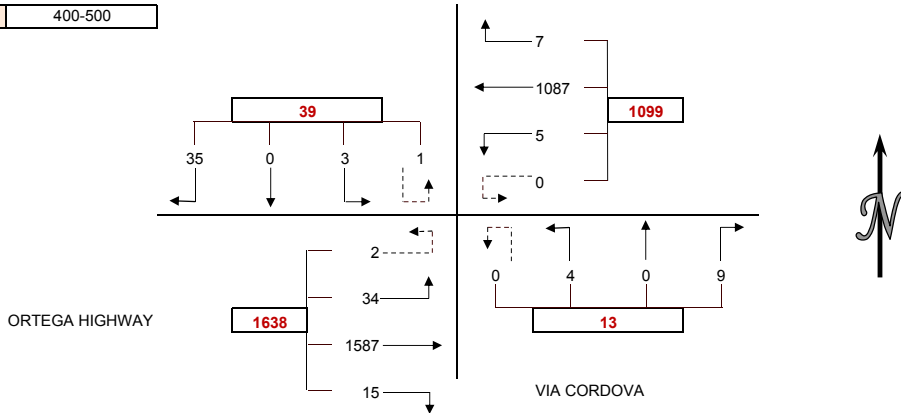
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VIA CORDOVA
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	9	0	1	0	3	278	1	0	4	0	1	0	3	440	5	0	745
415-430	8	0	1	1	2	265	0	0	2	0	3	0	5	430	10	2	729
430-445	8	0	0	0	1	282	2	0	3	0	0	0	4	380	7	0	687
445-500	10	0	1	0	1	262	2	0	0	0	0	0	3	337	12	0	628
500-515	8	0	1	0	2	258	2	0	3	0	0	0	3	365	6	0	648
515-530	12	0	0	0	0	328	3	0	1	0	0	0	9	377	15	0	745
530-545	7	0	1	0	2	242	3	0	2	1	0	0	7	405	10	0	680
545-600	11	0	1	0	8	255	0	0	1	0	0	0	4	423	10	0	713
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	35	0	3	1	7	1087	5	0	9	0	4	0	15	1587	34	2	2789
415-515	34	0	3	1	6	1067	6	0	8	0	3	0	15	1512	35	2	2692
430-530	38	0	2	0	4	1130	9	0	7	0	0	0	19	1459	40	0	2708
445-545	37	0	3	0	5	1090	10	0	6	1	0	0	22	1484	43	0	2701
500-600	38	0	3	0	12	1083	8	0	7	1	0	0	23	1570	41	0	2786

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	1	0	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	0	0	1	0	1
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-500	0	0	1	0	1
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	0	0	1	0	1
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	39	42	1099	1599	13	20	1638	1128
415-515	38	42	1079	1523	11	21	1564	1106
430-530	40	44	1143	1468	7	28	1518	1168
445-545	40	49	1105	1493	7	32	1549	1127
500-600	41	54	1103	1580	8	31	1634	1121

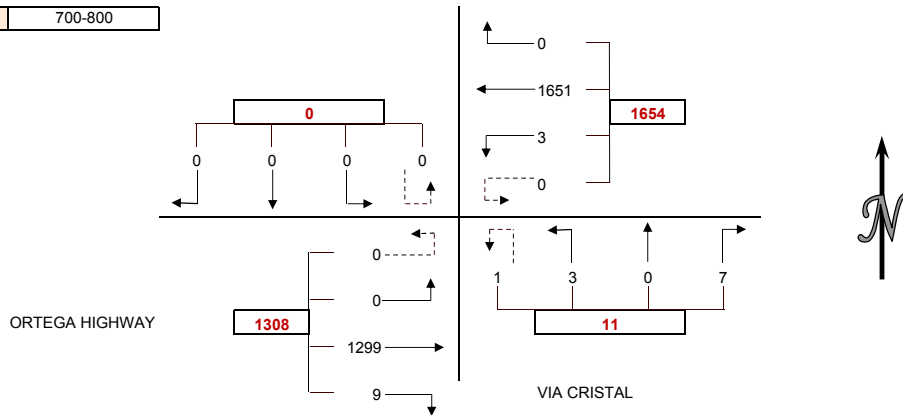
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VIA CRISTAL
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	405	1	0	2	0	1	0	0	296	0	0	705
715-730	0	0	0	0	0	417	2	0	3	0	1	0	1	323	0	0	747
730-745	0	0	0	0	0	426	0	0	2	0	1	1	4	345	0	0	779
745-800	0	0	0	0	0	403	0	0	0	0	0	0	4	335	0	0	742
800-815	0	0	0	0	0	435	0	0	2	0	0	0	6	209	0	0	652
815-830	0	0	0	0	0	441	0	0	0	0	0	0	3	223	0	0	667
830-845	0	0	0	0	0	350	1	0	2	0	2	0	2	264	0	0	621
845-900	0	0	0	0	0	402	0	0	6	0	0	0	6	223	0	0	637
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	1651	3	0	7	0	3	1	9	1299	0	0	2973
715-815	0	0	0	0	0	1681	2	0	7	0	2	1	15	1212	0	0	2920
730-830	0	0	0	0	0	1705	0	0	4	0	1	1	17	1112	0	0	2840
745-845	0	0	0	0	0	1629	1	0	4	0	2	0	15	1031	0	0	2682
800-900	0	0	0	0	0	1628	1	0	10	0	2	0	17	919	0	0	2577

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	1	0	1
745-845	0	0	1	0	1
800-900	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	0	0	1654	1306	11	13	1308	1654
715-815	0	0	1683	1219	10	18	1227	1683
730-830	0	0	1705	1116	6	18	1129	1706
745-845	0	0	1630	1035	6	16	1046	1631
800-900	0	0	1629	929	12	18	936	1630

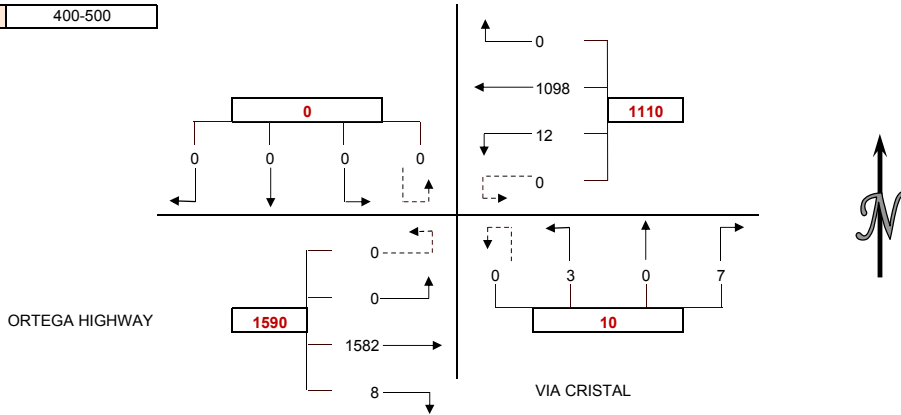
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VIA CRISTAL
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	278	3	0	3	0	0	0	1	424	0	0	709
415-430	0	0	0	0	0	270	3	0	0	0	1	0	0	424	0	0	698
430-445	0	0	0	0	0	284	1	0	3	0	2	0	3	406	0	0	699
445-500	0	0	0	0	0	266	5	0	1	0	0	0	4	328	0	0	604
500-515	0	0	0	0	0	257	3	0	1	0	1	0	5	358	0	0	625
515-530	0	0	0	0	0	317	0	0	2	0	1	0	4	395	0	0	719
530-545	0	0	0	0	0	231	1	0	0	0	1	0	2	379	0	0	614
545-600	0	0	0	0	0	259	4	0	0	0	0	0	2	427	0	0	692
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	1098	12	0	7	0	3	0	8	1582	0	0	2710
415-515	0	0	0	0	0	1077	12	0	5	0	4	0	12	1516	0	0	2626
430-530	0	0	0	0	0	1124	9	0	7	0	4	0	16	1487	0	0	2647
445-545	0	0	0	0	0	1071	9	0	4	0	3	0	15	1460	0	0	2562
500-600	0	0	0	0	0	1064	8	0	3	0	3	0	13	1559	0	0	2650

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	1	0	1
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	1	0	1
445-545	0	0	1	0	1
500-600	0	0	1	0	1

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	0	0	1110	1589	10	20	1590	1101
415-515	0	0	1089	1521	9	24	1528	1081
430-530	0	0	1133	1494	11	25	1503	1128
445-545	0	0	1080	1464	7	24	1475	1074
500-600	0	0	1072	1562	6	21	1572	1067

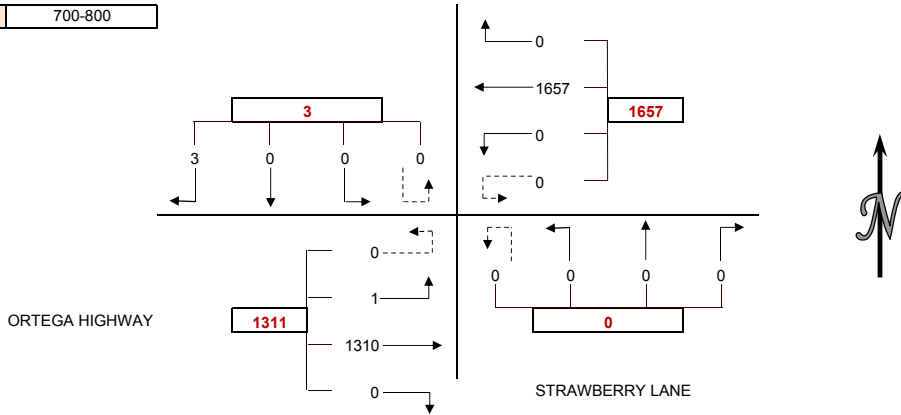
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S STRAWBERRY LANE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	2	0	0	0	0	399	0	0	0	0	0	0	0	310	1	0	712
715-730	1	0	0	0	0	427	0	0	0	0	0	0	0	312	0	0	740
730-745	0	0	0	0	0	433	0	0	0	0	0	0	0	355	0	0	788
745-800	0	0	0	0	0	398	0	0	0	0	0	0	0	333	0	0	731
800-815	2	0	0	0	0	432	0	0	0	0	0	0	0	207	1	0	642
815-830	1	0	1	0	0	430	0	0	0	0	0	0	0	226	1	0	659
830-845	0	0	0	0	2	360	0	0	0	0	0	0	0	267	1	0	630
845-900	0	0	0	0	0	391	0	0	0	0	0	0	0	229	1	0	621
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	3	0	0	0	0	1657	0	0	0	0	0	0	0	1310	1	0	2971
715-815	3	0	0	0	0	1690	0	0	0	0	0	0	0	1207	1	0	2901
730-830	3	0	1	0	0	1693	0	0	0	0	0	0	0	1121	2	0	2820
745-845	3	0	1	0	2	1620	0	0	0	0	0	0	0	1033	3	0	2662
800-900	3	0	1	0	2	1613	0	0	0	0	0	0	0	929	4	0	2552

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	3	1	1657	1310	0	0	1311	1660
715-815	3	1	1690	1207	0	0	1208	1693
730-830	4	2	1693	1122	0	0	1123	1696
745-845	4	5	1622	1034	0	0	1036	1623
800-900	4	6	1615	930	0	0	933	1616

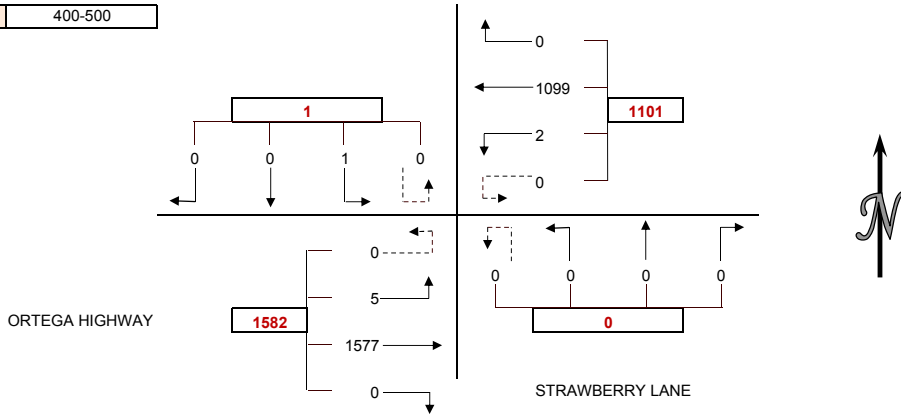
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S STRAWBERRY LANE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	276	0	0	0	0	0	0	0	422	1	0	699
415-430	0	0	0	0	0	274	0	0	0	0	0	0	0	393	0	0	667
430-445	0	0	0	0	0	289	0	0	0	0	0	0	0	428	2	0	719
445-500	0	0	1	0	0	260	2	0	0	0	0	0	0	334	2	0	599
500-515	0	0	0	0	0	251	0	0	0	0	0	0	0	352	0	0	603
515-530	0	0	0	0	0	314	0	0	0	0	0	0	0	373	1	0	688
530-545	0	0	0	0	0	235	0	0	0	0	0	0	0	403	1	0	639
545-600	0	0	0	0	0	256	0	0	0	0	0	0	0	418	0	0	674
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	1	0	0	1099	2	0	0	0	0	0	0	1577	5	0	2684
415-515	0	0	1	0	0	1074	2	0	0	0	0	0	0	1507	4	0	2588
430-530	0	0	1	0	0	1114	2	0	0	0	0	0	0	1487	5	0	2609
445-545	0	0	1	0	0	1060	2	0	0	0	0	0	0	1462	4	0	2529
500-600	0	0	0	0	0	1056	0	0	0	0	0	0	0	1546	2	0	2604

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	1	5	1101	1578	0	2	1582	1099
415-515	1	4	1076	1508	0	2	1511	1074
430-530	1	5	1116	1488	0	2	1492	1114
445-545	1	4	1062	1463	0	2	1466	1060
500-600	0	2	1056	1546	0	0	1548	1056

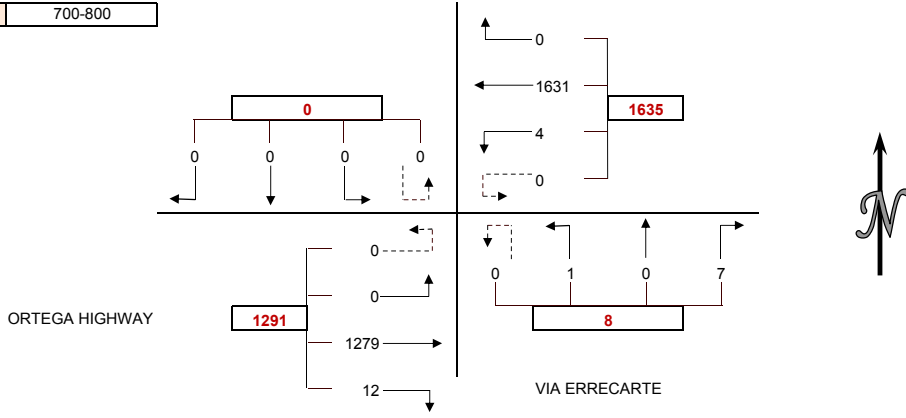
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VIA ERRECARTE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	392	2	0	1	0	0	0	4	290	0	0	689
715-730	0	0	0	0	0	420	0	0	3	0	0	0	3	321	0	0	747
730-745	0	0	0	0	0	424	0	0	3	0	0	0	2	343	0	0	772
745-800	0	0	0	0	0	395	2	0	0	0	1	0	3	325	0	0	726
800-815	0	0	0	0	0	426	0	0	1	0	1	0	1	208	0	0	637
815-830	0	0	0	0	0	426	2	0	4	0	0	0	2	214	0	0	648
830-845	0	0	0	0	0	351	0	0	1	0	0	0	4	255	0	0	611
845-900	0	0	0	0	0	381	0	0	1	0	0	0	4	220	0	0	606
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	1631	4	0	7	0	1	0	12	1279	0	0	2934
715-815	0	0	0	0	0	1665	2	0	7	0	2	0	9	1197	0	0	2882
730-830	0	0	0	0	0	1671	4	0	8	0	2	0	8	1090	0	0	2783
745-845	0	0	0	0	0	1598	4	0	6	0	2	0	10	1002	0	0	2622
800-900	0	0	0	0	0	1584	2	0	7	0	1	0	11	897	0	0	2502

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	1	0	1
745-845	0	0	1	0	1
800-900	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	0	0	1635	1286	8	16	1291	1632
715-815	0	0	1667	1204	9	11	1206	1667
730-830	0	0	1675	1098	10	12	1098	1673
745-845	0	0	1602	1008	8	14	1012	1600
800-900	0	0	1586	904	8	13	908	1585

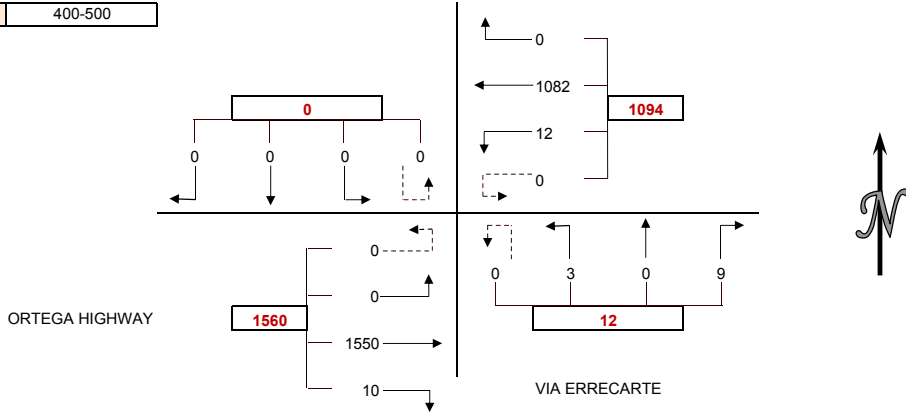
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VIA ERRECARTE
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	271	4	0	4	0	0	0	3	408	0	0	690
415-430	0	0	0	0	0	278	3	0	3	0	3	0	1	414	0	0	702
430-445	0	0	0	0	0	262	4	0	2	0	0	0	2	400	0	0	670
445-500	0	0	0	0	0	271	1	0	0	0	0	0	4	328	0	0	604
500-515	0	0	0	0	0	256	1	0	0	0	0	0	2	353	0	0	612
515-530	0	0	0	0	0	314	1	0	0	0	0	0	6	363	0	0	684
530-545	0	0	0	0	0	231	0	0	0	0	0	0	2	392	0	0	625
545-600	0	0	0	0	0	257	2	0	0	0	0	0	3	421	0	0	683
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	1082	12	0	9	0	3	0	10	1550	0	0	2666
415-515	0	0	0	0	0	1067	9	0	5	0	3	0	9	1495	0	0	2588
430-530	0	0	0	0	0	1103	7	0	2	0	0	0	14	1444	0	0	2570
445-545	0	0	0	0	0	1072	3	0	0	0	0	0	14	1436	0	0	2525
500-600	0	0	0	0	0	1058	4	0	0	0	0	0	13	1529	0	0	2604

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	1	0	1
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	0	0	1094	1559	12	22	1560	1085
415-515	0	0	1076	1500	8	18	1504	1070
430-530	0	0	1110	1446	2	21	1458	1103
445-545	0	0	1075	1436	0	17	1450	1072
500-600	0	0	1062	1529	0	17	1542	1058

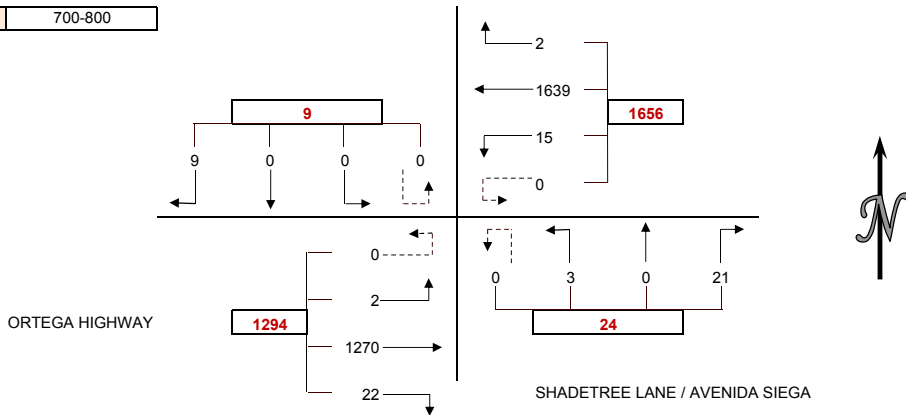
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SHADETREE LANE / AVENIDA SIEGA
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	2	0	0	0	2	394	2	0	8	0	0	0	12	288	0	0	708
715-730	3	0	0	0	0	420	5	0	0	0	0	0	4	311	2	0	745
730-745	3	0	0	0	0	426	3	0	9	0	0	0	3	343	0	0	787
745-800	1	0	0	0	0	399	5	0	4	0	3	0	3	328	0	0	743
800-815	1	0	0	0	0	422	4	0	2	0	0	0	3	204	1	0	637
815-830	1	0	0	0	2	430	2	0	2	0	3	0	5	221	1	0	667
830-845	0	0	0	0	0	351	2	0	5	1	2	0	3	253	3	0	620
845-900	0	0	0	0	1	384	4	0	8	0	0	0	4	226	1	0	628
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	9	0	0	0	2	1639	15	0	21	0	3	0	22	1270	2	0	2983
715-815	8	0	0	0	0	1667	17	0	15	0	3	0	13	1186	3	0	2912
730-830	6	0	0	0	2	1677	14	0	17	0	6	0	14	1096	2	0	2834
745-845	3	0	0	0	2	1602	13	0	13	1	8	0	14	1006	5	0	2667
800-900	2	0	0	0	3	1587	12	0	17	1	5	0	15	904	6	0	2552

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	9	4	1656	1291	24	37	1294	1651
715-815	8	3	1684	1201	18	30	1202	1678
730-830	6	4	1693	1113	23	28	1112	1689
745-845	3	8	1617	1019	22	27	1025	1613
800-900	2	10	1602	921	23	27	925	1594

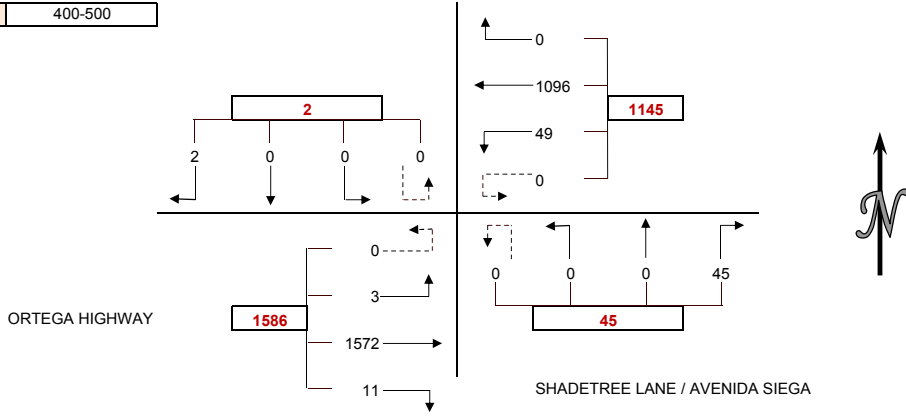
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SHADETREE LANE / AVENIDA SIEGA
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	275	15	0	28	0	0	0	3	412	0	0	733
415-430	1	0	0	0	0	270	15	0	8	0	0	0	1	423	0	0	718
430-445	0	0	0	0	0	281	3	0	5	0	0	0	6	400	2	0	697
445-500	1	0	0	0	0	270	16	0	4	0	0	0	1	337	1	0	630
500-515	1	0	0	0	1	265	10	0	8	0	1	0	2	346	0	0	634
515-530	2	0	0	0	0	305	10	0	7	0	1	0	1	369	1	0	696
530-545	3	0	0	0	0	224	6	0	11	1	3	0	1	395	0	0	644
545-600	0	0	1	0	0	261	5	0	4	0	2	0	4	424	0	0	701
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	2	0	0	0	0	1096	49	0	45	0	0	0	11	1572	3	0	2778
415-515	3	0	0	0	1	1086	44	0	25	0	1	0	10	1506	3	0	2679
430-530	4	0	0	0	1	1121	39	0	24	0	2	0	10	1452	4	0	2657
445-545	7	0	0	0	1	1064	42	0	30	1	5	0	5	1447	2	0	2604
500-600	6	0	1	0	1	1055	31	0	30	1	7	0	8	1534	1	0	2675

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	2	0	2
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	2	0	2
415-515	0	0	2	0	2
430-530	0	0	2	0	2
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	2	3	1145	1617	45	60	1586	1098
415-515	3	4	1131	1531	26	54	1519	1090
430-530	4	5	1161	1476	26	49	1466	1127
445-545	7	4	1107	1477	36	47	1454	1076
500-600	7	3	1087	1565	38	39	1543	1068

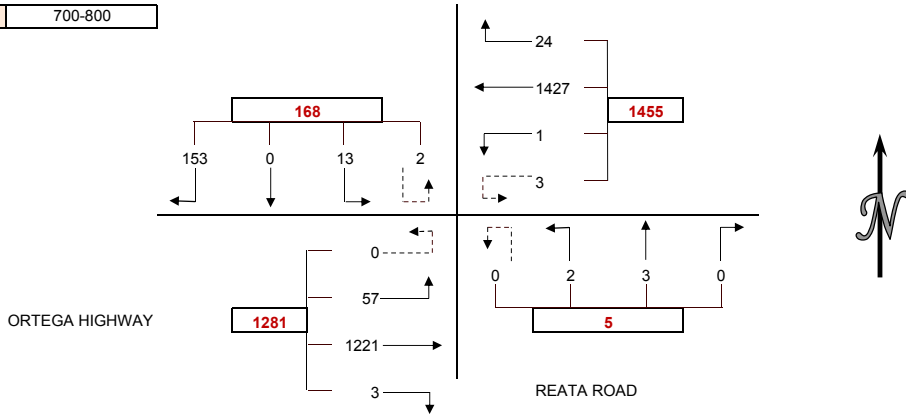
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S REATA ROAD
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	23	0	0	2	8	380	0	0	0	1	0	0	0	285	12	0	711
715-730	28	0	0	0	4	340	1	0	0	1	0	0	1	293	14	0	682
730-745	43	0	5	0	7	356	0	1	0	0	1	0	2	338	10	0	763
745-800	59	0	8	0	5	351	0	2	0	1	1	0	0	305	21	0	753
800-815	36	0	4	0	6	408	0	1	0	0	1	0	1	195	12	0	664
815-830	31	0	4	1	2	380	1	0	0	0	0	0	0	209	13	0	641
830-845	28	1	7	0	5	295	1	0	1	0	0	0	2	230	17	0	587
845-900	35	0	5	0	9	313	0	1	1	0	1	0	1	213	19	0	598
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	153	0	13	2	24	1427	1	3	0	3	2	0	3	1221	57	0	2909
715-815	166	0	17	0	22	1455	1	4	0	2	3	0	4	1131	57	0	2862
730-830	169	0	21	1	20	1495	1	4	0	1	3	0	3	1047	56	0	2821
745-845	154	1	23	1	18	1434	2	3	1	1	2	0	3	939	63	0	2645
800-900	130	1	20	1	22	1396	2	2	2	0	2	0	4	847	61	0	2490

PEAK HOUR 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	1	0	0	0	1
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	0	3	0	0	3
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	2	0	0	0	2
715-815	2	3	0	0	5
730-830	1	3	0	0	4
745-845	0	3	0	0	3
800-900	0	3	0	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	1	0	0	1
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	1	0	0	1
745-845	1	1	0	0	2
800-900	1	1	0	0	2

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	168	86	1455	1237	5	4	1281	1582
715-815	183	81	1482	1152	5	5	1192	1624
730-830	191	78	1520	1072	4	4	1106	1667
745-845	179	83	1457	966	4	6	1005	1590
800-900	152	84	1422	871	4	7	912	1528

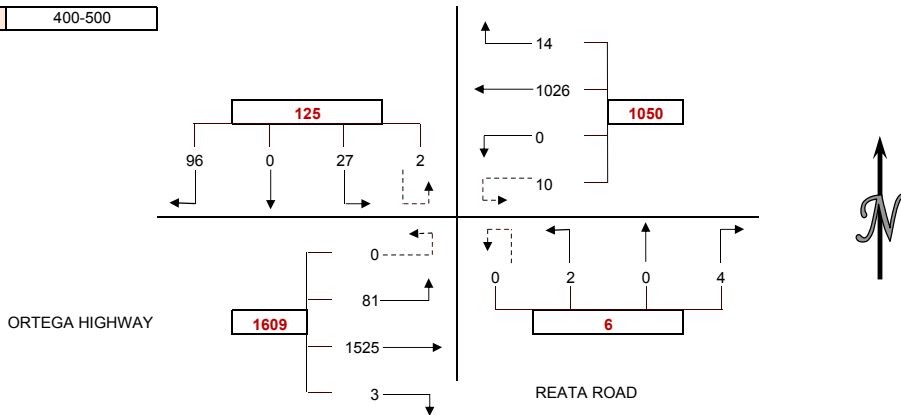
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S REATA ROAD
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	18	0	7	1	4	261	0	3	2	0	0	0	1	413	20	0	730
415-430	11	0	6	0	2	283	0	2	1	0	1	0	0	407	21	0	734
430-445	25	0	6	1	2	239	0	3	1	0	1	0	2	381	21	0	682
445-500	42	0	8	0	6	243	0	2	0	0	0	0	0	324	19	0	644
500-515	32	0	7	0	8	233	0	5	0	0	0	0	0	343	14	0	642
515-530	19	1	4	1	11	300	0	6	0	0	0	0	0	341	25	0	708
530-545	25	0	2	0	7	218	0	4	0	0	0	0	1	381	24	0	662
545-600	17	0	1	0	11	236	0	5	2	0	0	0	1	394	28	0	695
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	96	0	27	2	14	1026	0	10	4	0	2	0	3	1525	81	0	2790
415-515	110	0	27	1	18	998	0	12	2	0	2	0	2	1455	75	0	2702
430-530	118	1	25	2	27	1015	0	16	1	0	1	0	2	1389	79	0	2676
445-545	118	1	21	1	32	994	0	17	0	0	0	0	1	1389	82	0	2656
500-600	93	1	14	1	37	987	0	20	2	0	0	0	2	1459	91	0	2707

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	3	3
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	3	3
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	3	3
415-515	0	0	0	3	3
430-530	0	0	0	3	3
445-545	0	0	0	3	3
500-600	0	0	0	3	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	1	1	0	2
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	1	1	0	2
415-515	0	1	1	0	2
430-530	0	1	1	0	2
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	125	97	1050	1566	6	3	1609	1124
415-515	138	94	1028	1496	4	2	1532	1110
430-530	146	108	1058	1431	2	3	1470	1134
445-545	141	115	1043	1427	0	2	1472	1112
500-600	109	129	1044	1495	2	3	1552	1080

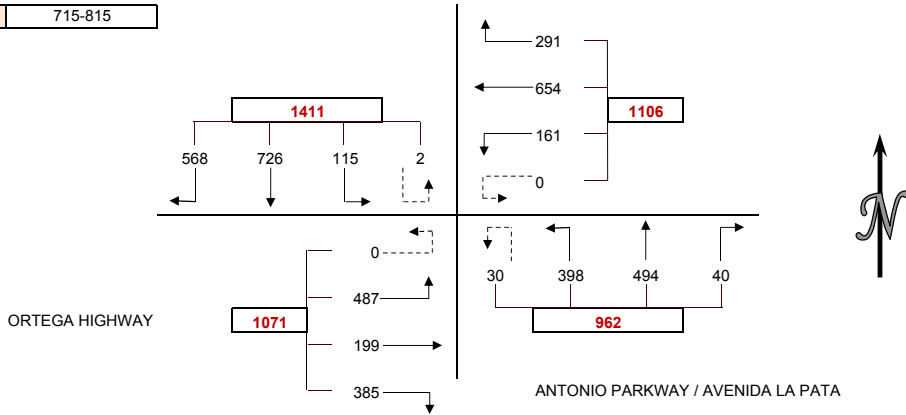
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S ANTONIO PARKWAY / AVENIDA LA PATA
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	136	106	26	0	69	182	36	0	7	57	70	8	48	26	102	0	873
715-730	179	228	17	0	77	193	36	0	7	87	99	9	71	33	120	0	1156
730-745	150	287	28	0	87	162	54	0	7	160	85	5	116	50	103	0	1294
745-800	107	117	38	2	83	166	46	0	11	138	99	9	116	76	161	0	1169
800-815	132	94	32	0	44	133	25	0	15	109	115	7	82	40	103	0	931
815-830	128	105	21	0	56	151	44	0	7	83	81	9	62	48	91	0	886
830-845	132	94	21	0	51	140	22	0	3	58	71	4	68	56	101	1	822
845-900	130	78	26	0	42	181	32	0	9	40	62	3	61	58	125	0	847
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	572	738	109	2	316	703	172	0	32	442	353	31	351	185	486	0	4492
715-815	568	726	115	2	291	654	161	0	40	494	398	30	385	199	487	0	4550
730-830	517	603	119	2	270	612	169	0	40	490	380	30	376	214	458	0	4280
745-845	499	410	112	2	234	590	137	0	36	388	366	29	328	220	456	1	3808
800-900	522	371	100	0	193	605	123	0	34	290	329	23	273	202	420	1	3486

PEAK HOUR 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	4	4
830-845	0	0	1	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	4	4
745-845	0	0	1	4	5
800-900	0	0	1	4	5

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	1421	1246	1191	326	858	1292	1022	1628
715-815	1411	1274	1106	354	962	1302	1071	1620
730-830	1241	1220	1051	373	940	1178	1048	1509
745-845	1023	1080	961	368	819	904	1005	1456
800-900	993	903	921	336	676	790	896	1457

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
DATE: TUESDAY MARCH 27, 2018
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S ANTONIO PARKWAY / AVENIDA LA PATA
E/W ORTEGA HIGHWAY
CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS BY CLASSIFICATION

Table with 15 columns: PERIOD, CARS, 2-AXLE TRUCKS, 3-AXLE TRUCKS, 4+AXLE TRUCKS for categories 1-SBRT, 2-SBTH, 3-SBLT, and 3U-SBUT. Rows include 15-MIN COUNTS and HOUR TOTALS for various time intervals.

Table with 15 columns: PERIOD, CARS, 2-AXLE, 3-AXLE, 4+AXLE for categories 4-WBRT, 5-WBTH, 6-WBLT, and 6U-WBUT. Rows include 15-MIN COUNTS and HOUR TOTALS for various time intervals.

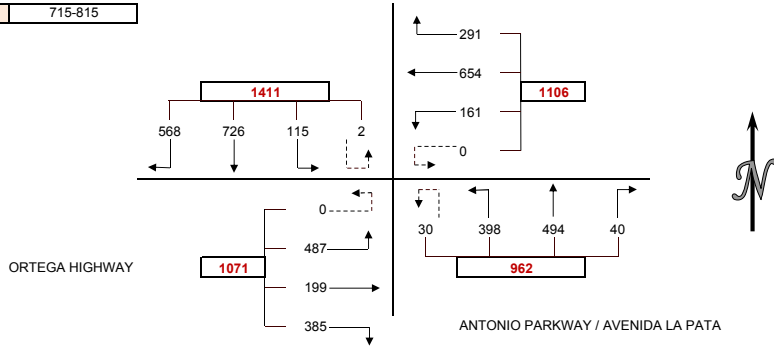
Table with 15 columns: PERIOD, CARS, 2-AXLE, 3-AXLE, 4+AXLE for categories 7-NBRT, 8-NBTH, 9-NBLT, and 9U-NBUT. Rows include 15-MIN COUNTS and HOUR TOTALS for various time intervals.

Table with 17 columns: PERIOD, CARS, 2-AXLE, 3-AXLE, 4+AXLE for categories 10-EBRT, 11-EBTH, 12-EBLT, 12U-EBUT, and ALL MOVEMENT TOTALS. Rows include 15-MIN COUNTS and HOUR TOTALS for various time intervals.

CONSOLIDATED VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	136	106	26	0	69	182	36	0	7	57	70	8	48	26	102	0	873
715-730	179	228	17	0	77	193	36	0	7	87	99	9	71	33	120	0	1156
730-745	150	287	28	0	87	162	54	0	7	160	85	5	116	50	103	0	1294
745-800	107	117	38	2	83	166	46	0	11	138	99	9	116	76	161	0	1169
800-815	132	94	32	0	44	133	25	0	15	109	115	7	82	40	103	0	931
815-830	128	105	21	0	56	151	44	0	7	83	81	9	62	48	91	0	886
830-845	132	94	21	0	51	140	22	0	3	58	71	4	68	56	101	1	822
845-900	130	78	26	0	42	181	32	0	9	40	62	3	61	58	125	0	847
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	572	738	109	2	316	703	172	0	32	442	353	31	351	185	486	0	4492
715-815	568	726	115	2	291	654	161	0	40	494	398	30	385	199	487	0	4550
730-830	517	603	119	2	270	612	169	0	40	490	380	30	376	214	458	0	4280
745-845	499	410	112	2	234	590	137	0	36	388	366	29	328	220	456	1	3808
800-900	522	371	100	0	193	605	123	0	34	290	329	23	273	202	420	1	3486

PEAK HOUR 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	4	4
830-845	0	0	1	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	4	4
745-845	0	0	1	4	5
800-900	0	0	1	4	5

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	1421	1246	1191	326	858	1292	1022	1628
715-815	1411	1274	1106	354	962	1302	1071	1620
730-830	1241	1220	1051	373	940	1178	1048	1509
745-845	1023	1080	961	368	819	904	1005	1456
800-900	993	903	921	336	676	790	896	1457

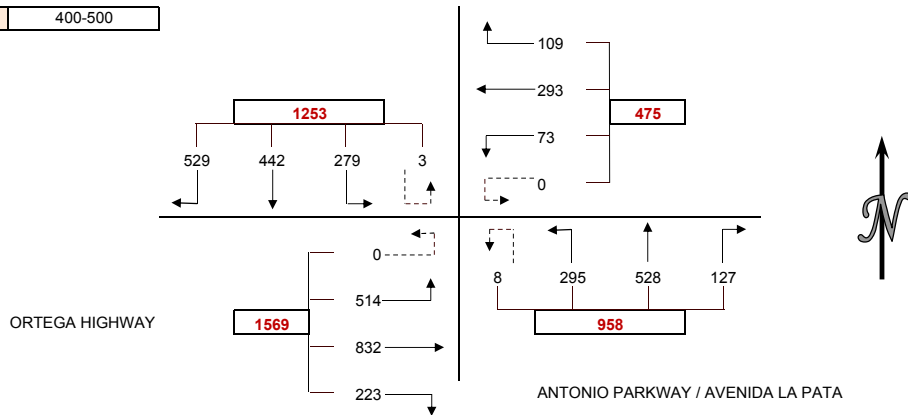
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S ANTONIO PARKWAY / AVENIDA LA PATA
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	151	122	76	2	20	79	18	0	33	126	78	4	69	235	127	0	1140
415-430	145	114	70	0	29	63	16	0	38	131	81	2	50	209	129	0	1077
430-445	104	91	67	0	23	82	27	0	28	122	71	0	57	214	145	0	1031
445-500	129	115	66	1	37	69	12	0	28	149	65	2	47	174	113	0	1007
500-515	123	129	45	0	26	63	11	0	24	145	77	2	43	160	147	0	995
515-530	143	157	68	0	31	52	19	0	34	166	95	4	58	150	120	0	1097
530-545	106	121	54	0	23	65	15	0	21	123	49	3	75	169	169	0	993
545-600	105	135	47	0	26	62	17	0	19	117	80	3	76	150	138	0	975
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	529	442	279	3	109	293	73	0	127	528	295	8	223	832	514	0	4255
415-515	501	449	248	1	115	277	66	0	118	547	294	6	197	757	534	0	4110
430-530	499	492	246	1	117	266	69	0	114	582	308	8	205	698	525	0	4130
445-545	501	522	233	1	117	249	57	0	107	583	286	11	223	653	549	0	4092
500-600	477	542	214	0	106	242	62	0	98	551	301	12	252	629	574	0	4060

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	0	0	1	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	1	1
445-545	0	0	0	1	1
500-600	0	0	0	2	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	1	1
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	2	2
415-515	0	0	0	2	2
430-530	0	0	0	1	1
445-545	0	0	0	1	1
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	1253	1154	475	1238	958	746	1569	1117
415-515	1199	1197	458	1123	965	718	1488	1072
430-530	1238	1225	452	1058	1012	774	1428	1073
445-545	1257	1250	423	993	987	813	1425	1036
500-600	1233	1231	410	941	962	868	1455	1020

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S ANTONIO PARKWAY / AVENIDA LA PATA
 E/W ORTEGA HIGHWAY
 CITY: SAN JUAN CAPISTRANO

VEHICLE COUNTS BY CLASSIFICATION

PERIOD	1 - SBRT				2 - SBTH				3 - SBLT				3U - SBUT			
	CARS	2-AXLE TRUCKS	3-AXLE TRUCKS	4+AXLE TRUCKS	CARS	2-AXLE TRUCKS	3-AXLE TRUCKS	4+AXLE TRUCKS	CARS	2-AXLE TRUCKS	3-AXLE TRUCKS	4+AXLE TRUCKS	CARS	2-AXLE TRUCKS	3-AXLE TRUCKS	4+AXLE TRUCKS
15-MIN COUNTS																
400-415	146	4	1	0	117	3	2	0	75	0	0	1	2	0	0	0
415-430	143	1	0	1	111	1	2	0	70	0	0	0	0	0	0	0
430-445	104	0	0	0	90	1	0	0	66	0	0	1	0	0	0	0
445-500	126	3	0	0	115	0	0	0	66	0	0	0	1	0	0	0
500-515	122	1	0	0	129	0	0	0	44	1	0	0	0	0	0	0
515-530	143	0	0	0	156	1	0	0	68	0	0	0	0	0	0	0
530-545	106	0	0	0	121	0	0	0	53	0	1	0	0	0	0	0
545-600	105	0	0	0	135	0	0	0	46	0	1	0	0	0	0	0
HOUR TOTALS																
400-500	519	8	1	1	433	5	4	0	277	0	0	2	3	0	0	0
415-515	495	5	0	1	445	2	2	0	246	1	0	1	1	0	0	0
430-530	495	4	0	0	490	2	0	0	244	1	0	1	1	0	0	0
445-545	497	4	0	0	521	1	0	0	231	1	1	0	1	0	0	0
500-600	476	1	0	0	541	1	0	0	211	1	2	0	0	0	0	0

PERIOD	4 - WBRT				5 - WBTH				6 - WBLT				6U - WBUT			
	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE
15-MIN COUNTS																
400-415	19	1	0	0	74	1	4	0	18	0	0	0	0	0	0	0
415-430	29	0	0	0	59	1	1	2	16	0	0	0	0	0	0	0
430-445	23	0	0	0	79	1	0	2	27	0	0	0	0	0	0	0
445-500	36	1	0	0	68	0	1	0	12	0	0	0	0	0	0	0
500-515	26	0	0	0	60	2	1	0	10	1	0	0	0	0	0	0
515-530	29	0	1	1	52	0	0	0	19	0	0	0	0	0	0	0
530-545	23	0	0	0	65	0	0	0	15	0	0	0	0	0	0	0
545-600	26	0	0	0	62	0	0	0	17	0	0	0	0	0	0	0
HOUR TOTALS																
400-500	107	2	0	0	280	3	6	4	73	0	0	0	0	0	0	0
415-515	114	1	0	0	266	4	3	4	65	1	0	0	0	0	0	0
430-530	114	1	1	1	259	3	2	2	68	1	0	0	0	0	0	0
445-545	114	1	1	1	245	2	2	0	56	1	0	0	0	0	0	0
500-600	104	0	1	1	239	2	1	0	61	1	0	0	0	0	0	0

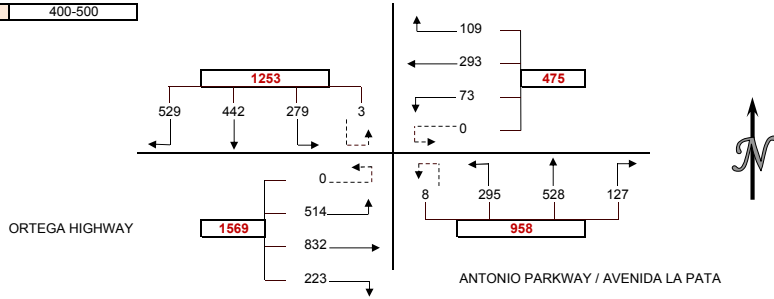
PERIOD	7 - NBRT				8 - NBTH				9 - NBLT				9U - NBUT			
	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE
15-MIN COUNTS																
400-415	33	0	0	0	124	1	1	0	76	2	0	0	4	0	0	0
415-430	37	0	0	1	130	0	1	0	80	1	0	0	2	0	0	0
430-445	24	0	4	0	116	4	1	1	70	1	0	0	0	0	0	0
445-500	26	1	1	0	147	1	0	1	64	0	1	0	2	0	0	0
500-515	21	0	3	0	144	1	0	0	76	1	0	0	2	0	0	0
515-530	33	0	1	0	165	0	1	0	95	0	0	0	4	0	0	0
530-545	18	1	2	0	123	0	0	0	49	0	0	0	3	0	0	0
545-600	17	0	2	0	117	0	0	0	79	1	0	0	3	0	0	0
HOUR TOTALS																
400-500	120	1	5	1	517	6	3	2	290	4	1	0	8	0	0	0
415-515	108	1	8	1	537	6	2	2	290	3	1	0	6	0	0	0
430-530	104	1	9	0	572	6	2	2	305	2	1	0	8	0	0	0
445-545	98	2	7	0	579	2	1	1	284	1	1	0	11	0	0	0
500-600	89	1	8	0	549	1	1	0	299	2	0	0	12	0	0	0

PERIOD	10 - EBRT				11 - EBTH				12 - EBLT				12U - EBUT				ALL MOVEMENT TOTALS			
	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE	CARS	2-AXLE	3-AXLE	4+AXLE
15-MIN COUNTS																				
400-415	67	1	1	0	231	4	0	0	126	1	0	0	0	0	0	0	1112	18	9	1
415-430	48	2	0	0	204	3	2	0	129	0	0	0	0	0	0	0	1058	9	6	4
430-445	54	2	1	0	208	3	2	1	145	0	0	0	0	0	0	0	1006	12	8	5
445-500	45	0	1	1	170	2	2	0	113	0	0	0	0	0	0	0	991	8	6	2
500-515	43	0	0	0	155	2	3	0	147	0	0	0	0	0	0	0	979	9	7	0
515-530	57	0	1	0	143	0	7	0	119	1	0	0	0	0	0	0	1083	2	11	1
530-545	74	1	0	0	164	0	4	1	169	0	0	0	0	0	0	0	983	2	7	1
545-600	76	0	0	0	143	0	4	3	138	0	0	0	0	0	0	0	964	1	7	3
HOUR TOTALS																				
400-500	214	5	3	1	813	12	6	1	513	1	0	0	0	0	0	0	4167	47	29	12
415-515	190	4	2	1	737	10	9	1	534	0	0	0	0	0	0	0	4034	38	27	11
430-530	199	2	3	1	676	7	14	1	524	1	0	0	0	0	0	0	4059	31	32	8
445-545	219	1	2	1	632	4	16	1	548	1	0	0	0	0	0	0	4036	21	31	4
500-600	250	1	1	0	605	2	18	4	573	1	0	0	0	0	0	0	4009	14	32	5

CONSOLIDATED VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	151	122	76	2	20	79	18	0	33	126	78	4	69	235	127	0	1140
415-430	145	114	70	0	29	63	16	0	38	131	81	2	50	209	129	0	1077
430-445	104	91	67	0	23	82	27	0	28	122	71	0	57	214	145	0	1031
445-500	129	115	66	1	37	69	12	0	28	149	65	2	47	174	113	0	1007
500-515	123	129	45	0	26	63	11	0	24	145	77	2	43	160	147	0	995
515-530	143	157	68	0	31	52	19	0	34	166	95	4	58	150	120	0	1097
530-545	106	121	54	0	23	65	15	0	21	123	49	3	75	169	169	0	993
545-600	105	135	47	0	26	62	17	0	19	117	80	3	76	150	138	0	975
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	529	442	279	3	109	293	73	0	127	528	295	8	223	832	514	0	4255
415-515	501	449	248	1	115	277	66	0	118	547	294	6	197	757	534	0	4110
430-530	499	492	246	1	117	266	69	0	114	582	308	8	205	698	525	0	4130
445-545	501	522	233	1	117	249	57	0	107	583	286	11	223	653	549	0	4092
500-600	477	542	214	0	106	242	62	0	98	551	301	12	252	629	574	0	4060

PEAK HOUR 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	0	0	1	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	1	1
445-545	0	0	0	1	1
500-600	0	0	0	2	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	1	1
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-500	0	0	0	2	2
415-515	0	0	0	2	2
430-530	0	0	0	1	1
445-545	0	0	0	1	1
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	1253	1154	475	1238	958	746	1569	1117
415-515	1199	1197	458	1123	965	718	1488	1072
430-530	1238	1225	452	1058	1012	774	1428	1073
445-545	1257	1250	423	993	987	813	1425	1036
500-600	1233	1231	410	941	962	868	1455	1020

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 LOCATION: ORTEGA HIGHWAY BETWEEN CALLE ENTRADERO AND VIA CORDOVA
 SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018

DIRECTION:		EB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	20	16	13	15	64	
1:00	6	6	7	6	25	
2:00	4	7	8	6	25	
3:00	6	10	12	18	46	
4:00	18	20	23	43	104	
5:00	48	70	99	171	388	
6:00	158	257	283	328	1026	
7:00	290	299	336	322	1247	
8:00	225	241	265	229	960	
9:00	197	210	206	208	821	
10:00	213	222	195	214	844	
11:00	205	194	230	242	871	
12:00	224	237	260	275	996	
13:00	300	265	265	301	1131	
14:00	271	295	285	334	1185	
15:00	331	246	237	270	1084	
16:00	220	265	286	293	1064	
17:00	335	375	348	363	1421	
18:00	371	348	349	285	1353	
19:00	277	245	267	216	1005	
20:00	197	197	208	184	786	
21:00	151	155	121	91	518	
22:00	92	81	59	55	287	
23:00	50	52	27	27	156	
				TOTAL	17407	
AM PEAK HOUR		0645-0745				
VOLUME		1253				
PM PEAK HOUR		1715-1815				
VOLUME		1457				

DIRECTION:		WB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	21	17	17	20	75	
1:00	11	9	5	7	32	
2:00	7	11	16	5	39	
3:00	6	18	11	30	65	
4:00	32	42	91	117	282	
5:00	141	268	319	320	1048	
6:00	306	370	431	461	1568	
7:00	469	507	547	534	2057	
8:00	506	525	450	476	1957	
9:00	372	359	389	378	1498	
10:00	323	345	328	289	1285	
11:00	285	311	296	333	1225	
12:00	335	300	321	320	1276	
13:00	271	303	299	342	1215	
14:00	277	322	338	372	1309	
15:00	438	427	421	340	1626	
16:00	330	337	326	345	1338	
17:00	290	378	425	374	1467	
18:00	329	277	259	261	1126	
19:00	237	243	188	145	813	
20:00	137	135	122	110	504	
21:00	73	92	93	49	307	
22:00	52	56	54	32	194	
23:00	46	27	25	30	128	
				TOTAL	22434	
AM PEAK HOUR		0730-0830				
VOLUME		2112				
PM PEAK HOUR		1445-1545				
VOLUME		1658				

TOTAL BI-DIRECTIONAL VOLUME	39841
-----------------------------	-------

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 LOCATION: ORTEGA HIGHWAY BETWEEN VIA CORDOVA AND VIA CRISTAL
 SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018

DIRECTION:		EB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	16	15	13	15	59	
1:00	5	6	7	6	24	
2:00	4	6	8	6	24	
3:00	6	10	12	18	46	
4:00	17	21	21	43	102	
5:00	49	70	99	169	387	
6:00	171	273	367	368	1179	
7:00	294	323	343	331	1291	
8:00	217	225	260	228	930	
9:00	189	210	202	199	800	
10:00	201	215	189	198	803	
11:00	201	203	226	241	871	
12:00	227	246	260	276	1009	
13:00	300	255	271	301	1127	
14:00	278	315	307	373	1273	
15:00	390	364	399	400	1553	
16:00	414	422	403	329	1568	
17:00	360	384	388	429	1561	
18:00	399	367	370	295	1431	
19:00	274	242	260	207	983	
20:00	191	188	200	168	747	
21:00	143	151	118	85	497	
22:00	89	78	57	50	274	
23:00	48	49	27	25	149	
				TOTAL	18688	
AM PEAK HOUR		0630-0730				
VOLUME		1352				
PM PEAK HOUR		1545-1645				
VOLUME		1639				

DIRECTION:		WB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	15	6	12	7	40	
1:00	6	9	2	6	23	
2:00	5	7	6	7	25	
3:00	6	7	9	17	39	
4:00	21	25	45	88	179	
5:00	79	138	227	246	690	
6:00	262	238	270	334	1104	
7:00	380	390	411	398	1579	
8:00	389	441	397	364	1591	
9:00	335	310	294	295	1234	
10:00	233	253	226	260	972	
11:00	261	233	221	268	983	
12:00	203	257	265	301	1026	
13:00	243	248	244	243	978	
14:00	236	273	272	313	1094	
15:00	353	360	363	355	1431	
16:00	265	273	290	268	1096	
17:00	244	307	279	249	1079	
18:00	229	209	232	234	904	
19:00	215	152	160	124	651	
20:00	130	118	115	82	445	
21:00	86	117	57	48	308	
22:00	42	43	41	35	161	
23:00	24	27	28	22	101	
				TOTAL	17733	
AM PEAK HOUR		0730-0830				
VOLUME		1639				
PM PEAK HOUR		1500-1600				
VOLUME		1431				

TOTAL BI-DIRECTIONAL VOLUME	36421
-----------------------------	-------

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 LOCATION: ORTEGA HIGHWAY BETWEEN VIA CRISTAL AND STRAWBERRY LANE
 SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018

DIRECTION:		EB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	19	16	12	17	64	
1:00	5	6	7	5	23	
2:00	5	4	10	6	25	
3:00	6	10	9	19	44	
4:00	19	18	23	43	103	
5:00	48	68	103	165	384	
6:00	167	267	370	379	1183	
7:00	307	311	354	328	1300	
8:00	208	226	262	229	925	
9:00	191	212	200	190	793	
10:00	209	209	191	192	801	
11:00	200	204	215	245	864	
12:00	234	239	257	275	1005	
13:00	294	254	261	311	1120	
14:00	263	326	290	384	1263	
15:00	379	371	404	402	1556	
16:00	418	423	391	348	1580	
17:00	351	374	402	417	1544	
18:00	400	366	366	291	1423	
19:00	280	237	261	206	984	
20:00	185	187	196	168	736	
21:00	144	156	117	79	496	
22:00	87	73	59	52	271	
23:00	45	50	25	26	146	
				TOTAL	18633	
AM PEAK HOUR		0630-0730				
VOLUME		1367				
PM PEAK HOUR		1530-1630				
VOLUME		1647				

DIRECTION:		WB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	13	10	9	8	40	
1:00	7	3	4	7	21	
2:00	5	5	5	9	24	
3:00	5	8	12	19	44	
4:00	23	33	54	98	208	
5:00	109	163	255	227	754	
6:00	258	253	285	344	1140	
7:00	395	400	392	360	1547	
8:00	409	429	359	387	1584	
9:00	271	326	268	248	1113	
10:00	242	259	265	255	1021	
11:00	251	222	215	248	936	
12:00	221	241	315	270	1047	
13:00	240	255	235	259	989	
14:00	235	266	299	316	1116	
15:00	397	332	390	315	1434	
16:00	272	277	284	266	1099	
17:00	253	319	245	248	1065	
18:00	245	204	230	225	904	
19:00	181	162	136	133	612	
20:00	118	116	105	83	422	
21:00	106	82	58	43	289	
22:00	39	42	36	30	147	
23:00	20	35	22	18	95	
				TOTAL	17651	
AM PEAK HOUR		0730-0830				
VOLUME		1590				
PM PEAK HOUR		1445-1545				
VOLUME		1435				

TOTAL BI-DIRECTIONAL VOLUME	36284
-----------------------------	-------

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 LOCATION: ORTEGA HIGHWAY BETWEEN STRAWBERRY LANE AND VIA ERRECARTE
 SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018

DIRECTION:		EB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	19	15	13	18	65	
1:00	5	6	7	5	23	
2:00	5	4	9	6	24	
3:00	5	11	9	19	44	
4:00	19	17	24	43	103	
5:00	47	69	96	172	384	
6:00	158	262	360	370	1150	
7:00	297	315	341	325	1278	
8:00	214	222	253	229	918	
9:00	196	209	198	190	793	
10:00	206	210	190	187	793	
11:00	194	201	206	247	848	
12:00	227	236	251	274	988	
13:00	290	246	265	301	1102	
14:00	269	322	290	380	1261	
15:00	369	356	397	388	1510	
16:00	386	421	364	338	1509	
17:00	347	371	402	408	1528	
18:00	403	368	365	292	1428	
19:00	270	241	259	207	977	
20:00	184	184	200	166	734	
21:00	146	152	118	78	494	
22:00	88	75	58	51	272	
23:00	45	49	26	25	145	
				TOTAL	18371	
AM PEAK HOUR		0630-0730				
VOLUME		1342				
PM PEAK HOUR		1530-1630				
VOLUME		1592				

DIRECTION:		WB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	13	13	7	8	41	
1:00	7	4	4	6	21	
2:00	5	6	7	7	25	
3:00	5	8	13	19	45	
4:00	22	37	52	100	211	
5:00	108	162	255	241	766	
6:00	262	237	305	351	1155	
7:00	393	414	398	359	1564	
8:00	421	427	351	391	1590	
9:00	272	324	265	255	1116	
10:00	236	250	266	262	1014	
11:00	249	227	214	245	935	
12:00	222	247	306	275	1050	
13:00	238	257	229	251	975	
14:00	253	254	305	310	1122	
15:00	398	334	381	310	1423	
16:00	269	273	290	265	1097	
17:00	250	314	235	254	1053	
18:00	233	206	232	227	898	
19:00	176	167	135	133	611	
20:00	108	118	105	86	417	
21:00	102	82	56	43	283	
22:00	41	42	36	33	152	
23:00	20	34	22	16	92	
				TOTAL	17656	
AM PEAK HOUR		0730-0830				
VOLUME		1605				
PM PEAK HOUR		1445-1545				
VOLUME		1423				

TOTAL BI-DIRECTIONAL VOLUME	36027
-----------------------------	-------

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 LOCATION: ORTEGA HIGHWAY BETWEEN VIA ERRECARTE AND SHADETREE LANE / AVENIDA SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018

DIRECTION:		EB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	16	14	14	18	62	
1:00	5	6	7	5	23	
2:00	5	4	9	6	24	
3:00	5	11	9	20	45	
4:00	20	16	24	44	104	
5:00	45	71	95	173	384	
6:00	152	258	379	373	1162	
7:00	298	319	339	321	1277	
8:00	223	223	250	226	922	
9:00	199	196	195	196	786	
10:00	207	207	192	190	796	
11:00	193	191	213	248	845	
12:00	219	226	251	268	964	
13:00	288	241	266	290	1085	
14:00	281	311	283	379	1254	
15:00	371	383	403	395	1552	
16:00	413	420	389	340	1562	
17:00	350	360	400	412	1522	
18:00	402	365	369	283	1419	
19:00	272	239	249	208	968	
20:00	181	168	204	165	718	
21:00	143	152	117	77	489	
22:00	80	82	56	50	268	
23:00	46	45	25	26	142	
				TOTAL	18373	
AM PEAK HOUR		0630-0730				
VOLUME		1369				
PM PEAK HOUR		1530-1630				
VOLUME		1631				

DIRECTION:		WB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	13	13	8	7	41	
1:00	7	3	4	7	21	
2:00	5	5	5	9	24	
3:00	5	8	12	19	44	
4:00	23	32	53	98	206	
5:00	109	159	255	228	751	
6:00	261	244	291	354	1150	
7:00	386	411	399	376	1572	
8:00	421	431	363	392	1607	
9:00	270	321	265	242	1098	
10:00	239	256	265	254	1014	
11:00	247	223	213	252	935	
12:00	225	240	312	269	1046	
13:00	237	248	232	254	971	
14:00	245	258	301	317	1121	
15:00	391	339	387	314	1431	
16:00	268	271	291	269	1099	
17:00	247	325	239	245	1056	
18:00	244	206	226	226	902	
19:00	180	163	135	137	615	
20:00	116	118	103	82	419	
21:00	105	79	52	38	274	
22:00	30	37	33	25	125	
23:00	15	29	17	12	73	
				TOTAL	17595	
AM PEAK HOUR		0730-0830				
VOLUME		1627				
PM PEAK HOUR		1445-1545				
VOLUME		1434				

TOTAL BI-DIRECTIONAL VOLUME	35968
-----------------------------	-------

SPEED SURVEYS

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 LOCATION: ORTEGA HIGHWAY BETWEEN CALLE ENTRADERO AND VIA CORDOVA
 DIRECTION: EB
 SPEED LIMIT: 45 mph

BEGIN TIME	TOTAL	0-14 MPH	15-19 MPH	20-24 MPH	25-29 MPH	30-34 MPH	35-39 MPH	40-44 MPH	45-49 MPH	50-54 MPH	55-59 MPH	60-64 MPH	65-69 MPH	70-99 MPH	AVG SPEED
0:00	64	0	0	0	0	0	2	8	19	23	6	3	2	1	51
1:00	25	0	0	0	0	0	1	6	10	4	4	0	0	0	48
2:00	25	0	0	0	1	0	1	7	5	7	2	0	2	0	48
3:00	46	0	0	0	0	1	1	1	15	18	1	4	2	3	53
4:00	104	0	0	0	0	0	4	11	38	28	15	6	2	0	50
5:00	388	0	0	0	0	0	10	80	133	124	30	9	1	1	49
6:00	1026	21	137	138	65	51	121	183	160	123	21	6	0	0	36
7:00	1247	0	5	75	88	121	237	353	231	109	22	6	0	0	40
8:00	960	0	1	5	9	63	145	333	214	156	30	2	2	0	44
9:00	821	1	0	7	11	32	100	241	232	159	31	5	1	1	45
10:00	844	0	1	0	4	17	95	238	266	180	33	6	4	0	46
11:00	871	1	0	14	35	56	104	255	252	115	28	10	1	0	43
12:00	996	0	1	8	38	88	130	275	210	195	39	9	3	0	44
13:00	1131	0	2	9	30	53	166	356	275	186	44	9	1	0	44
14:00	1185	1	5	41	80	158	172	274	257	158	34	3	0	2	41
15:00	1084	70	308	361	153	34	46	60	34	10	4	3	1	0	24
16:00	1064	74	238	363	105	35	46	90	59	43	6	4	0	1	26
17:00	1421	5	19	50	69	97	179	352	353	235	46	16	0	0	42
18:00	1353	1	8	56	84	90	162	348	333	210	48	9	4	0	42
19:00	1005	0	0	0	6	25	99	311	331	190	35	7	1	0	45
20:00	786	0	0	0	0	9	74	240	273	161	17	12	0	0	46
21:00	518	0	0	0	0	2	17	133	199	131	27	7	1	1	47
22:00	287	0	0	0	1	0	7	40	92	103	32	10	1	1	50
23:00	156	0	0	0	0	0	3	24	52	54	19	4	0	0	49

DAILY 17407 174 725 1127 779 932 1922 4219 4043 2722 574 150 29 11 41

TOTALS:

PERCENT 1.0% 4.2% 6.5% 4.5% 5.4% 11.0% 24.2% 23.2% 15.6% 3.3% 0.9% 0.2% 0.1%

TOTALS:

PERCENTILE SPEEDS:

10% 23.7 **15%** 28.8 **50%** 43.6 **85%** 51.6 **90%** 53.2

SPEED EXCEEDED: **45 MPH** **55 MPH** **65 MPH** 10 MPH PACE SPEED: 40-50
 PERCENTAGE: 43.3 4.4 0.2 NUMBER IN PACE: 8,262
 TOTALS: 7,529 764 40 % IN PACE: 47.5

SPEED SURVEYS

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 LOCATION: ORTEGA HIGHWAY BETWEEN VIA ERRECARTE AND SHADETREE LANE
 DIRECTION: EB
 SPEED LIMIT: 45 mph

BEGIN TIME	TOTAL	0-14 MPH	15-19 MPH	20-24 MPH	25-29 MPH	30-34 MPH	35-39 MPH	40-44 MPH	45-49 MPH	50-54 MPH	55-59 MPH	60-64 MPH	65-69 MPH	70-99 MPH	AVG SPEED
0:00	62	0	0	1	0	3	4	18	16	15	3	0	1	1	46
1:00	23	0	0	0	0	0	3	8	5	5	1	1	0	0	46
2:00	24	0	0	0	1	0	4	9	5	3	0	2	0	0	44
3:00	45	0	0	0	1	0	3	9	13	12	2	1	4	0	49
4:00	104	0	0	0	1	1	7	38	31	17	6	3	0	0	46
5:00	384	0	0	0	2	19	53	136	124	44	2	4	0	0	44
6:00	1162	0	5	64	286	315	248	182	42	18	2	0	0	0	34
7:00	1277	1	7	17	63	230	459	373	99	25	3	0	0	0	38
8:00	922	0	3	3	38	99	282	338	128	30	1	0	0	0	40
9:00	786	0	0	3	21	88	194	333	118	28	0	1	0	0	40
10:00	796	0	0	1	2	48	240	344	125	34	1	1	0	0	41
11:00	845	0	1	2	20	103	239	341	119	19	1	0	0	0	40
12:00	964	0	3	13	50	132	229	337	155	43	1	0	1	0	40
13:00	1085	0	0	2	39	129	320	412	145	34	4	0	0	0	40
14:00	1254	0	3	5	6	116	416	512	158	35	2	1	0	0	40
15:00	1552	11	20	72	264	403	493	243	41	5	0	0	0	0	34
16:00	1562	10	24	54	238	419	452	282	74	8	1	0	0	0	35
17:00	1522	0	0	15	48	175	494	570	189	27	3	1	0	0	39
18:00	1419	0	0	12	23	102	460	577	196	47	2	0	0	0	40
19:00	968	0	0	0	5	78	318	404	140	20	3	0	0	0	40
20:00	718	0	0	0	2	50	164	321	152	25	4	0	0	0	42
21:00	489	0	0	0	3	18	76	193	143	45	7	3	1	0	44
22:00	268	0	0	0	0	2	14	117	90	36	9	0	0	0	45
23:00	142	0	0	0	1	2	6	53	54	20	4	2	0	0	46

DAILY **18373** **22** **66** **264** **1114** **2532** **5178** **6150** **2362** **595** **62** **20** **7** **1** **39**

TOTALS:

PERCENT **0.1%** **0.4%** **1.4%** **6.1%** **13.8%** **28.2%** **33.5%** **12.9%** **3.2%** **0.3%** **0.1%** **0.0%** **0.0%**

TOTALS:

PERCENTILE SPEEDS:

10% **15%** **50%** **85%** **90%**
30.7 **32.5** **40.0** **45.6** **47.6**

SPEED EXCEEDED:

45 MPH **55 MPH** **65 MPH**

PERCENTAGE:

16.6 **0.5** **0.0**

TOTALS:

3,047 **90** **8**

10 MPH PACE SPEED:

35-45

NUMBER IN PACE:

11,328

% IN PACE:

61.7

SPEED SURVEYS

CLIENT: LSA
 PROJECT: ORTEGA HIGHWAY (SR-74) - SAN JUAN CAPISTRANO
 DATE: TUESDAY MARCH 27, 2018
 LOCATION: ORTEGA HIGHWAY BETWEEN VIA ERRECARTO AND SHADETREE LANE
 DIRECTION: WB
 SPEED LIMIT: 45 mph

BEGIN TIME	TOTAL	0-14 MPH	15-19 MPH	20-24 MPH	25-29 MPH	30-34 MPH	35-39 MPH	40-44 MPH	45-49 MPH	50-54 MPH	55-59 MPH	60-64 MPH	65-69 MPH	70-99 MPH	AVG SPEED
0:00	41	0	0	0	1	4	0	6	15	11	2	1	1	0	47
1:00	21	0	0	0	0	1	2	5	5	5	1	2	0	0	47
2:00	24	0	0	0	0	0	0	3	9	3	6	1	2	0	52
3:00	44	0	0	0	0	0	0	2	9	15	8	6	4	0	54
4:00	206	0	0	0	0	1	3	9	37	59	34	42	12	9	56
5:00	751	0	0	0	23	35	124	200	149	134	59	23	3	1	45
6:00	1150	0	1	9	20	91	449	392	101	67	17	3	0	0	40
7:00	1572	12	55	56	106	194	536	493	88	28	4	0	0	0	37
8:00	1607	2	2	10	27	135	606	620	141	56	5	3	0	0	40
9:00	1098	0	0	0	0	15	194	517	249	99	16	7	0	1	43
10:00	1014	0	0	0	4	33	146	434	286	93	13	4	1	0	44
11:00	935	0	0	1	3	11	151	435	221	93	18	2	0	0	44
12:00	1046	0	1	0	1	9	138	500	294	88	14	1	0	0	44
13:00	971	0	0	4	8	24	195	400	231	87	19	3	0	0	43
14:00	1121	0	0	0	1	27	184	505	295	91	16	2	0	0	43
15:00	1431	0	0	3	34	138	566	505	141	41	3	0	0	0	39
16:00	1099	0	0	2	9	28	301	422	239	82	14	1	1	0	42
17:00	1056	0	0	0	1	44	208	395	252	141	8	4	1	2	43
18:00	902	0	0	0	5	22	141	325	253	122	28	6	0	0	44
19:00	615	0	0	0	3	21	67	206	175	109	27	6	1	0	45
20:00	419	0	0	0	2	8	20	99	161	95	26	5	2	1	47
21:00	274	0	0	2	1	11	10	58	66	91	24	10	0	1	48
22:00	125	0	0	0	0	0	2	15	44	42	11	6	5	0	50
23:00	73	0	0	0	0	0	1	11	16	25	8	8	2	2	52

DAILY **17595** **14** **59** **87** **249** **852** **4044** **6557** **3477** **1677** **381** **146** **35** **17** **42**

TOTALS:

PERCENT **0.1%** **0.3%** **0.5%** **1.4%** **4.8%** **23.0%** **37.3%** **19.8%** **9.5%** **2.2%** **0.8%** **0.2%** **0.1%**

TOTALS:

PERCENTILE SPEEDS:

10% **15%** **50%** **85%** **90%**
35.6 **36.7** **42.7** **49.4** **51.5**

SPEED EXCEEDED: **45 MPH** **55 MPH** **65 MPH** 10 MPH PACE SPEED: **35-45**
 PERCENTAGE: **32.6** **3.3** **0.3** NUMBER IN PACE: **10,601**
 TOTALS: **5,733** **579** **52** % IN PACE: **60.3**

Appendix B. Volume Development Worksheets

This page intentionally left blank

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
1 La Novia Avenue/State Route 74												
NBL	396	0	396	0	396	396	240	0	240	0	240	240
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	230	0	230	0	230	249	167	0	167	0	167	172
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	958	57	1,015	114	1,072	1,159	1,478	38	1,516	75	1,554	1,604
EBR	238	0	238	0	238	238	176	0	176	0	176	176
WBL	208	0	208	0	208	223	129	0	129	0	129	131
WBT	1,459	87	1,546	174	1,633	1,747	1,025	26	1,051	52	1,077	1,095
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	626	0	626	0	626	645	407	0	407	0	407	412
Departure	446	0	446	0	446	461	305	0	305	0	305	307
Total	1,072	0	1,072	0	1,072	1,106	712	0	712	0	712	719
East Leg												
Approach	1,667	87	1,754	174	1,841	1,970	1,154	26	1,180	52	1,206	1,226
Departure	1,188	57	1,245	114	1,302	1,408	1,645	38	1,683	75	1,721	1,776
Total	2,855	144	2,999	289	3,143	3,378	2,799	64	2,863	127	2,927	3,002
West Leg												
Approach	1,196	57	1,253	114	1,310	1,397	1,654	38	1,692	75	1,730	1,780
Departure	1,855	87	1,942	174	2,029	2,143	1,265	26	1,291	52	1,317	1,335
Total	3,051	144	3,195	289	3,339	3,540	2,919	64	2,983	127	3,047	3,115
Total Approaches												
Approach	3,489	144	3,633	289	3,777	4,012	3,215	64	3,279	127	3,343	3,418
Departure	3,489	144	3,633	289	3,777	4,012	3,215	64	3,279	127	3,343	3,418
Total	6,977	289	7,266	577	7,554	8,024	6,431	127	6,558	254	6,686	6,836

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
2 Belford Drive/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	10	0	10	0	10	10	5	0	5	0	5	5
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	28	0	28	0	28	28	32	0	32	0	32	32
EBL	14	0	14	0	14	14	25	0	25	0	25	25
EBT	1,215	73	1,288	145	1,361	1,394	1,562	40	1,602	79	1,642	1,751
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,603	96	1,699	191	1,795	1,942	1,097	28	1,125	56	1,153	1,194
WBR	3	0	3	0	3	3	2	0	2	0	2	2
North Leg												
Approach	38	0	38	0	38	38	37	0	37	0	37	37
Departure	17	0	17	0	17	17	27	0	27	0	27	27
Total	55	0	55	0	55	55	64	0	64	0	64	64
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	1,606	96	1,702	191	1,798	1,945	1,099	28	1,127	56	1,155	1,196
Departure	1,225	73	1,298	145	1,371	1,404	1,567	40	1,607	79	1,647	1,756
Total	2,832	168	3,000	336	3,169	3,349	2,666	68	2,734	135	2,802	2,952
West Leg												
Approach	1,229	73	1,302	145	1,375	1,408	1,587	40	1,627	79	1,667	1,776
Departure	1,631	96	1,727	191	1,823	1,970	1,129	28	1,157	56	1,185	1,226
Total	2,861	168	3,029	336	3,198	3,378	2,716	68	2,784	135	2,852	3,002
Total Approaches												
Approach	2,874	168	3,042	336	3,211	3,391	2,723	68	2,791	135	2,859	3,009
Departure	2,874	168	3,042	336	3,211	3,391	2,723	68	2,791	135	2,859	3,009
Total	5,748	336	6,084	673	6,422	6,782	5,447	135	5,582	270	5,718	6,018

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
3 Sundance Drive/State Route 74												
NBL	5	0	5	0	5	5	2	0	2	0	2	2
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	19	0	19	0	19	19	6	0	6	0	6	6
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,225	73	1,298	146	1,371	1,394	1,600	41	1,641	81	1,682	1,741
EBR	10	0	10	0	10	10	15	0	15	0	15	15
WBL	25	0	25	0	25	27	9	0	9	0	9	9
WBT	1,605	96	1,701	192	1,797	1,940	1,098	28	1,126	56	1,154	1,194
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	24	0	24	0	24	24	8	0	8	0	8	8
Departure	35	0	35	0	35	37	24	0	24	0	24	24
Total	59	0	59	0	59	61	32	0	32	0	32	32
East Leg												
Approach	1,630	96	1,726	192	1,822	1,967	1,107	28	1,135	56	1,163	1,203
Departure	1,244	73	1,317	146	1,390	1,413	1,606	41	1,647	81	1,688	1,747
Total	2,874	169	3,043	338	3,212	3,380	2,713	69	2,782	137	2,851	2,950
West Leg												
Approach	1,235	73	1,308	146	1,381	1,404	1,615	41	1,656	81	1,697	1,756
Departure	1,610	96	1,706	192	1,802	1,945	1,100	28	1,128	56	1,156	1,196
Total	2,845	169	3,014	338	3,183	3,349	2,715	69	2,784	137	2,853	2,952
Total Approaches												
Approach	2,889	169	3,058	338	3,227	3,395	2,730	69	2,799	137	2,868	2,967
Departure	2,889	169	3,058	338	3,227	3,395	2,730	69	2,799	137	2,868	2,967
Total	5,778	338	6,116	676	6,454	6,790	5,461	137	5,598	274	5,736	5,934

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
4 Avenida Victoria - Via Cuartel/State Route 74												
NBL	2	0	2	0	2	2	1	0	1	0	1	1
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	8	0	8	0	8	8	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	10	0	10	0	10	10	9	0	9	0	9	9
EBL	1	0	1	0	1	1	26	0	26	0	26	26
EBT	1,281	76	1,357	153	1,433	1,405	1,637	42	1,679	83	1,721	1,706
EBR	7	0	7	0	7	7	15	0	15	0	15	15
WBL	4	0	4	0	4	4	2	0	2	0	2	2
WBT	1,639	98	1,737	196	1,835	1,955	1,119	28	1,147	57	1,175	1,193
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	10	0	10	0	10	10	9	0	9	0	9	9
Departure	1	0	1	0	1	1	26	0	26	0	26	26
Total	11	0	11	0	11	11	35	0	35	0	35	35
South Leg												
Approach	10	0	10	0	10	10	1	0	1	0	1	1
Departure	11	0	11	0	11	11	17	0	17	0	17	17
Total	21	0	21	0	21	21	18	0	18	0	18	18
East Leg												
Approach	1,643	98	1,741	196	1,839	1,959	1,121	28	1,149	57	1,177	1,195
Departure	1,289	76	1,365	153	1,441	1,413	1,637	42	1,679	83	1,721	1,706
Total	2,932	174	3,106	349	3,280	3,372	2,758	70	2,828	140	2,898	2,901
West Leg												
Approach	1,289	76	1,365	153	1,441	1,413	1,678	42	1,720	83	1,762	1,747
Departure	1,651	98	1,749	196	1,847	1,967	1,129	28	1,157	57	1,185	1,203
Total	2,940	174	3,114	349	3,288	3,380	2,807	70	2,877	140	2,947	2,950
Total Approaches												
Approach	2,952	174	3,126	349	3,300	3,392	2,809	70	2,879	140	2,949	2,952
Departure	2,952	174	3,126	349	3,300	3,392	2,809	70	2,879	140	2,949	2,952
Total	5,903	349	6,252	697	6,600	6,784	5,618	140	5,758	280	5,898	5,904

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
5 Avenida Linda Vista/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	2	0	2	0	2	2	1	0	1	0	1	1
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	15	0	15	0	15	15	9	0	9	0	9	9
EBL	4	0	4	0	4	4	12	0	12	0	12	12
EBT	1,251	75	1,326	149	1,401	1,409	1,607	41	1,648	82	1,689	1,694
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,628	97	1,725	194	1,822	1,944	1,096	28	1,124	56	1,152	1,186
WBR	0	0	0	0	0	0	3	0	3	0	3	3
North Leg												
Approach	17	0	17	0	17	17	10	0	10	0	10	10
Departure	4	0	4	0	4	4	15	0	15	0	15	15
Total	21	0	21	0	21	21	25	0	25	0	25	25
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	1,628	97	1,725	194	1,822	1,944	1,099	28	1,127	56	1,155	1,189
Departure	1,253	75	1,328	149	1,403	1,411	1,608	41	1,649	82	1,690	1,695
Total	2,881	172	3,053	344	3,225	3,355	2,707	69	2,776	137	2,845	2,884
West Leg												
Approach	1,255	75	1,330	149	1,405	1,413	1,619	41	1,660	82	1,701	1,706
Departure	1,643	97	1,740	194	1,837	1,959	1,105	28	1,133	56	1,161	1,195
Total	2,898	172	3,070	344	3,242	3,372	2,724	69	2,793	137	2,862	2,901
Total Approaches												
Approach	2,900	172	3,072	344	3,244	3,374	2,728	69	2,797	137	2,866	2,905
Departure	2,900	172	3,072	344	3,244	3,374	2,728	69	2,797	137	2,866	2,905
Total	5,800	344	6,144	687	6,488	6,748	5,457	137	5,594	275	5,732	5,810

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
6 Calle Entradero/State Route 74												
NBL	10	0	10	0	10	10	10	0	10	0	10	10
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	16	0	16	0	16	16	11	0	11	0	11	11
SBL	4	0	4	0	4	4	2	0	2	0	2	2
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	42	0	42	0	42	42	21	0	21	0	21	21
EBL	11	0	11	0	11	11	15	0	15	0	15	15
EBT	1,212	72	1,284	145	1,356	1,384	1,580	40	1,620	80	1,660	1,649
EBR	16	0	16	0	16	16	31	0	31	0	31	31
WBL	11	0	11	0	11	12	20	0	20	0	20	22
WBT	1,605	96	1,701	192	1,797	1,892	1,006	26	1,032	51	1,058	1,158
WBR	2	0	2	0	2	2	2	0	2	0	2	2
North Leg												
Approach	46	0	46	0	46	46	23	0	23	0	23	23
Departure	13	0	13	0	13	13	17	0	17	0	17	17
Total	59	0	59	0	59	59	40	0	40	0	40	40
South Leg												
Approach	26	0	26	0	26	26	21	0	21	0	21	21
Departure	27	0	27	0	27	28	51	0	51	0	51	53
Total	53	0	53	0	53	54	72	0	72	0	72	74
East Leg												
Approach	1,618	96	1,714	192	1,810	1,906	1,028	26	1,054	51	1,080	1,182
Departure	1,232	72	1,304	145	1,376	1,404	1,593	40	1,633	80	1,673	1,662
Total	2,850	168	3,018	336	3,186	3,310	2,621	66	2,687	131	2,753	2,844
West Leg												
Approach	1,239	72	1,311	145	1,383	1,411	1,626	40	1,666	80	1,706	1,695
Departure	1,657	96	1,753	192	1,849	1,944	1,037	26	1,063	51	1,089	1,189
Total	2,896	168	3,064	336	3,232	3,355	2,663	66	2,729	131	2,795	2,884
Total Approaches												
Approach	2,929	168	3,097	336	3,265	3,389	2,698	66	2,764	131	2,830	2,921
Departure	2,929	168	3,097	336	3,265	3,389	2,698	66	2,764	131	2,830	2,921
Total	5,858	336	6,194	673	6,530	6,778	5,397	131	5,528	263	5,660	5,842

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
7 Hunt Club Drive - Via Cordova/State Route 74												
NBL	1	0	1	0	1	1	4	0	4	0	4	4
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	9	0	9	0	9	9	9	0	9	0	9	9
SBL	0	0	0	0	0	0	4	0	4	0	4	4
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	53	0	53	0	53	53	35	0	35	0	35	35
EBL	49	0	49	0	49	49	36	0	36	0	36	36
EBT	1,211	72	1,283	145	1,355	1,349	1,548	39	1,587	79	1,626	1,611
EBR	6	0	6	0	6	6	15	0	15	0	15	15
WBL	1	0	1	0	1	1	5	0	5	0	5	5
WBT	1,568	94	1,662	187	1,756	1,852	1,060	27	1,087	54	1,114	1,143
WBR	11	0	11	0	11	12	7	0	7	0	7	7
North Leg												
Approach	53	0	53	0	53	53	39	0	39	0	39	39
Departure	60	0	60	0	60	61	43	0	43	0	43	43
Total	113	0	113	0	113	114	82	0	82	0	82	82
South Leg												
Approach	10	0	10	0	10	10	13	0	13	0	13	13
Departure	7	0	7	0	7	7	20	0	20	0	20	20
Total	17	0	17	0	17	17	33	0	33	0	33	33
East Leg												
Approach	1,580	94	1,674	187	1,768	1,865	1,072	27	1,099	54	1,126	1,155
Departure	1,220	72	1,292	145	1,364	1,358	1,561	39	1,600	79	1,639	1,624
Total	2,800	166	2,966	332	3,132	3,223	2,633	66	2,699	132	2,765	2,779
West Leg												
Approach	1,266	72	1,338	145	1,410	1,404	1,599	39	1,638	79	1,677	1,662
Departure	1,622	94	1,716	187	1,810	1,906	1,099	27	1,126	54	1,153	1,182
Total	2,888	166	3,054	332	3,220	3,310	2,698	66	2,764	132	2,830	2,844
Total Approaches												
Approach	2,909	166	3,075	332	3,241	3,332	2,723	66	2,789	132	2,855	2,869
Departure	2,909	166	3,075	332	3,241	3,332	2,723	66	2,789	132	2,855	2,869
Total	5,818	332	6,150	664	6,482	6,664	5,446	132	5,578	265	5,710	5,738

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
8 Via Cristal/State Route 74												
NBL	4	0	4	0	4	4	3	0	3	0	3	3
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	7	0	7	0	7	7	7	0	7	0	7	7
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,225	74	1,299	148	1,373	1,349	1,543	39	1,582	78	1,621	1,616
EBR	9	0	9	0	9	9	8	0	8	0	8	8
WBL	3	0	3	0	3	3	12	0	12	0	12	12
WBT	1,557	94	1,651	188	1,745	1,861	1,071	27	1,098	54	1,125	1,152
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	11	0	11	0	11	11	10	0	10	0	10	10
Departure	12	0	12	0	12	12	20	0	20	0	20	20
Total	23	0	23	0	23	23	30	0	30	0	30	30
East Leg												
Approach	1,560	94	1,654	188	1,748	1,864	1,083	27	1,110	54	1,137	1,164
Departure	1,232	74	1,306	148	1,380	1,356	1,550	39	1,589	78	1,628	1,623
Total	2,792	168	2,960	336	3,128	3,220	2,633	66	2,699	133	2,765	2,787
West Leg												
Approach	1,234	74	1,308	148	1,382	1,358	1,551	39	1,590	78	1,629	1,624
Departure	1,561	94	1,655	188	1,749	1,865	1,074	27	1,101	54	1,128	1,155
Total	2,795	168	2,963	336	3,131	3,223	2,625	66	2,691	133	2,757	2,779
Total Approaches												
Approach	2,805	168	2,973	336	3,141	3,233	2,644	66	2,710	133	2,776	2,798
Departure	2,805	168	2,973	336	3,141	3,233	2,644	66	2,710	133	2,776	2,798
Total	5,610	336	5,946	673	6,282	6,466	5,287	133	5,420	266	5,552	5,596

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
9 Strawberry Lane/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	1	0	1	0	1	1
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	3	0	3	0	3	3	0	0	0	0	0	0
EBL	1	0	1	0	1	1	5	0	5	0	5	5
EBT	1,235	75	1,310	149	1,385	1,355	1,531	46	1,577	92	1,623	1,618
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	2	0	2	0	2	2
WBT	1,563	94	1,657	189	1,751	1,861	1,067	32	1,099	64	1,131	1,164
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	3	0	3	0	3	3	1	0	1	0	1	1
Departure	1	0	1	0	1	1	5	0	5	0	5	5
Total	4	0	4	0	4	4	6	0	6	0	6	6
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	2	0	2	0	2	2
Total	0	0	0	0	0	0	2	0	2	0	2	2
East Leg												
Approach	1,563	94	1,657	189	1,751	1,861	1,069	32	1,101	64	1,133	1,166
Departure	1,235	75	1,310	149	1,385	1,355	1,532	46	1,578	92	1,624	1,619
Total	2,798	169	2,967	338	3,136	3,216	2,601	78	2,679	156	2,757	2,785
West Leg												
Approach	1,236	75	1,311	149	1,386	1,356	1,536	46	1,582	92	1,628	1,623
Departure	1,566	94	1,660	189	1,754	1,864	1,067	32	1,099	64	1,131	1,164
Total	2,802	169	2,971	338	3,140	3,220	2,603	78	2,681	156	2,759	2,787
Total Approaches												
Approach	2,802	169	2,971	338	3,140	3,220	2,606	78	2,684	156	2,762	2,790
Departure	2,802	169	2,971	338	3,140	3,220	2,606	78	2,684	156	2,762	2,790
Total	5,604	338	5,942	676	6,280	6,440	5,212	156	5,368	312	5,524	5,580

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
10 Via Errecarte/State Route 74												
NBL	1	0	1	0	1	1	3	0	3	0	3	3
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	7	0	7	0	7	7	9	0	9	0	9	9
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,210	69	1,279	139	1,348	1,343	1,505	45	1,550	90	1,595	1,609
EBR	12	0	12	0	12	12	10	0	10	0	10	10
WBL	4	0	4	0	4	4	12	0	12	0	12	13
WBT	1,543	88	1,631	177	1,719	1,860	1,050	32	1,082	63	1,114	1,163
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	8	0	8	0	8	8	12	0	12	0	12	12
Departure	16	0	16	0	16	16	22	0	22	0	22	23
Total	24	0	24	0	24	24	34	0	34	0	34	35
East Leg												
Approach	1,547	88	1,635	177	1,723	1,864	1,062	32	1,094	63	1,126	1,176
Departure	1,217	69	1,286	139	1,355	1,350	1,514	45	1,559	90	1,604	1,618
Total	2,763	158	2,921	315	3,078	3,214	2,576	77	2,653	154	2,730	2,794
West Leg												
Approach	1,222	69	1,291	139	1,360	1,355	1,515	45	1,560	90	1,605	1,619
Departure	1,544	88	1,632	177	1,720	1,861	1,053	32	1,085	63	1,117	1,166
Total	2,765	158	2,923	315	3,080	3,216	2,568	77	2,645	154	2,722	2,785
Total Approaches												
Approach	2,776	158	2,934	315	3,091	3,227	2,589	77	2,666	154	2,743	2,807
Departure	2,776	158	2,934	315	3,091	3,227	2,589	77	2,666	154	2,743	2,807
Total	5,553	315	5,868	631	6,182	6,454	5,178	154	5,332	307	5,486	5,614

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
11 Shadetree Lane - Avenida Siega/State Route 74												
NBL	3	0	3	0	3	3	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	21	0	21	0	21	21	45	0	45	0	45	45
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	9	0	9	0	9	9	2	0	2	0	2	2
EBL	2	0	2	0	2	2	3	0	3	0	3	3
EBT	1,201	69	1,270	138	1,339	1,326	1,535	37	1,572	73	1,609	1,604
EBR	22	0	22	0	22	22	11	0	11	0	11	11
WBL	15	0	15	0	15	16	49	0	49	0	49	51
WBT	1,550	89	1,639	178	1,728	1,852	1,070	26	1,096	51	1,122	1,174
WBR	2	0	2	0	2	2	0	0	0	0	0	0
North Leg												
Approach	9	0	9	0	9	9	2	0	2	0	2	2
Departure	4	0	4	0	4	4	3	0	3	0	3	3
Total	13	0	13	0	13	13	5	0	5	0	5	5
South Leg												
Approach	24	0	24	0	24	24	45	0	45	0	45	45
Departure	37	0	37	0	37	38	60	0	60	0	60	62
Total	61	0	61	0	61	62	105	0	105	0	105	107
East Leg												
Approach	1,567	89	1,656	178	1,745	1,870	1,119	26	1,145	51	1,171	1,225
Departure	1,222	69	1,291	138	1,360	1,347	1,580	37	1,617	73	1,654	1,649
Total	2,789	158	2,947	315	3,105	3,217	2,700	62	2,762	124	2,825	2,874
West Leg												
Approach	1,225	69	1,294	138	1,363	1,350	1,549	37	1,586	73	1,623	1,618
Departure	1,562	89	1,651	178	1,740	1,864	1,072	26	1,098	51	1,124	1,176
Total	2,787	158	2,945	315	3,103	3,214	2,622	62	2,684	124	2,747	2,794
Total Approaches												
Approach	2,825	158	2,983	315	3,141	3,253	2,716	62	2,778	124	2,841	2,890
Departure	2,825	158	2,983	315	3,141	3,253	2,716	62	2,778	124	2,841	2,890
Total	5,651	315	5,966	630	6,282	6,506	5,432	124	5,556	249	5,682	5,780

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
12 Reata Road/State Route 74												
NBL	2	0	2	0	2	2	2	0	2	0	2	2
NBT	3	0	3	0	3	3	0	0	0	0	0	0
NBR	0	0	0	0	0	0	4	0	4	0	4	4
SBL	15	0	15	0	15	15	29	0	29	0	29	29
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	153	0	153	0	153	153	96	0	96	0	96	96
EBL	57	0	57	0	57	57	81	0	81	0	81	81
EBT	1,155	66	1,221	132	1,287	1,287	1,489	36	1,525	71	1,561	1,565
EBR	3	0	3	0	3	3	3	0	3	0	3	3
WBL	4	0	4	0	4	5	10	0	10	0	10	11
WBT	1,350	77	1,427	155	1,504	1,715	1,002	24	1,026	48	1,050	1,127
WBR	24	0	24	0	24	27	14	0	14	0	14	15
North Leg												
Approach	168	0	168	0	168	168	125	0	125	0	125	125
Departure	84	0	84	0	84	87	95	0	95	0	95	96
Total	252	0	252	0	252	255	220	0	220	0	220	221
South Leg												
Approach	5	0	5	0	5	5	6	0	6	0	6	6
Departure	7	0	7	0	7	8	13	0	13	0	13	14
Total	12	0	12	0	12	13	19	0	19	0	19	20
East Leg												
Approach	1,378	77	1,455	155	1,532	1,747	1,026	24	1,050	48	1,074	1,153
Departure	1,170	66	1,236	132	1,302	1,302	1,522	36	1,558	71	1,594	1,598
Total	2,548	143	2,691	287	2,834	3,049	2,549	59	2,608	119	2,668	2,751
West Leg												
Approach	1,215	66	1,281	132	1,347	1,347	1,573	36	1,609	71	1,645	1,649
Departure	1,505	77	1,582	155	1,659	1,870	1,100	24	1,124	48	1,148	1,225
Total	2,720	143	2,863	287	3,006	3,217	2,674	59	2,733	119	2,793	2,874
Total Approaches												
Approach	2,766	143	2,909	287	3,052	3,267	2,731	59	2,790	119	2,850	2,933
Departure	2,766	143	2,909	287	3,052	3,267	2,731	59	2,790	119	2,850	2,933
Total	5,531	287	5,818	574	6,104	6,534	5,461	119	5,580	238	5,700	5,866

Table B-1 - Existing Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
13 Antonio Parkway - La Pata Avenue/State Route 74												
NBL	405	23	428	46	451	451	298	5	303	10	308	308
NBT	485	9	494	18	503	503	517	11	528	22	539	539
NBR	23	17	40	34	57	57	128	7	135	14	142	142
SBL	106	11	117	22	128	128	280	2	282	4	284	284
SBT	722	4	726	8	730	730	433	9	442	18	451	451
SBR	553	15	568	30	583	583	519	10	529	20	539	539
EBL	451	36	487	72	523	581	513	1	514	2	515	515
EBT	160	39	199	78	238	264	813	19	832	38	851	851
EBR	359	26	385	52	411	457	214	9	223	18	232	232
WBL	150	11	161	22	172	172	73	0	73	0	73	73
WBT	595	59	654	118	713	713	280	13	293	26	306	306
WBR	281	10	291	20	301	301	107	2	109	4	111	111
North Leg												
Approach	1,381	30	1,411	60	1,441	1,441	1,232	21	1,253	42	1,274	1,274
Departure	1,217	55	1,272	110	1,327	1,385	1,137	14	1,151	28	1,165	1,165
Total	2,598	85	2,683	170	2,768	2,826	2,369	35	2,404	70	2,439	2,439
South Leg												
Approach	913	49	962	98	1,011	1,011	943	23	966	46	989	989
Departure	1,231	41	1,272	82	1,313	1,359	720	18	738	36	756	756
Total	2,144	90	2,234	180	2,324	2,370	1,663	41	1,704	82	1,745	1,745
East Leg												
Approach	1,026	80	1,106	160	1,186	1,186	460	15	475	30	490	490
Departure	289	67	356	134	423	449	1,221	28	1,249	56	1,277	1,277
Total	1,315	147	1,462	294	1,609	1,635	1,681	43	1,724	86	1,767	1,767
West Leg												
Approach	970	101	1,071	202	1,172	1,302	1,540	29	1,569	58	1,598	1,598
Departure	1,553	97	1,650	194	1,747	1,747	1,097	28	1,125	56	1,153	1,153
Total	2,523	198	2,721	396	2,919	3,049	2,637	57	2,694	114	2,751	2,751
Total Approaches												
Approach	4,290	260	4,550	520	4,810	4,940	4,175	88	4,263	176	4,351	4,351
Departure	4,290	260	4,550	520	4,810	4,940	4,175	88	4,263	176	4,351	4,351
Total	8,580	520	9,100	1,040	9,620	9,880	8,350	176	8,526	352	8,702	8,702

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
1 La Novia Avenue/State Route 74					
NBL	396	416	20	5	401
NBT	0	0	0	0	0
NBR	249	248	-1	0	249
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,159	1,379	220	57	1,216
EBR	238	339	101	26	264
WBL	223	258	35	9	232
WBT	1,747	2,409	662	172	1,919
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	645	664	19	5	650
Departure	461	597	136	35	496
Total	1,106	1,261	155	40	1,146
East Leg					
Approach	1,970	2,667	697	181	2,151
Departure	1,408	1,627	219	57	1,465
Total	3,378	4,294	916	237	3,615
West Leg					
Approach	1,397	1,718	321	83	1,480
Departure	2,143	2,825	682	177	2,320
Total	3,540	4,543	1,003	260	3,800
Total Approaches					
Approach	4,012	5,049	1,037	269	4,281
Departure	4,012	5,049	1,037	269	4,281
Total	8,024	10,098	2,074	538	8,562

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
2 Belford Drive/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	10	11	1	0	10
SBT	0	0	0	0	0
SBR	28	30	2	1	29
EBL	14	17	3	1	15
EBT	1,394	1,610	216	56	1,450
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	1,942	2,637	695	180	2,122
WBR	3	3	0	0	3
North Leg					
Approach	38	41	3	1	39
Departure	17	20	3	1	18
Total	55	61	6	2	57
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	1,945	2,640	695	180	2,125
Departure	1,404	1,621	217	56	1,460
Total	3,349	4,261	912	236	3,585
West Leg					
Approach	1,408	1,627	219	57	1,465
Departure	1,970	2,667	697	181	2,151
Total	3,378	4,294	916	237	3,615
Total Approaches					
Approach	3,391	4,308	917	238	3,629
Departure	3,391	4,308	917	238	3,629
Total	6,782	8,616	1,834	475	7,257

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
3 Sundance Drive/State Route 74					
NBL	5	20	15	4	9
NBT	0	0	0	0	0
NBR	19	66	47	12	31
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,394	1,589	195	51	1,445
EBR	10	32	22	6	16
WBL	27	67	40	10	37
WBT	1,940	2,620	680	176	2,116
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	24	86	62	16	40
Departure	37	99	62	16	53
Total	61	185	124	32	93
East Leg					
Approach	1,967	2,687	720	187	2,154
Departure	1,413	1,655	242	63	1,476
Total	3,380	4,342	962	249	3,629
West Leg					
Approach	1,404	1,621	217	56	1,460
Departure	1,945	2,640	695	180	2,125
Total	3,349	4,261	912	236	3,585
Total Approaches					
Approach	3,395	4,394	999	259	3,654
Departure	3,395	4,394	999	259	3,654
Total	6,790	8,788	1,998	518	7,308

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
4 Avenida Victoria - Via Cuartel/State Route 74					
NBL	2	7	5	1	3
NBT	0	0	0	0	0
NBR	8	28	20	5	13
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	10	13	3	1	11
EBL	1	1	0	0	1
EBT	1,405	1,629	224	58	1,463
EBR	7	25	18	5	12
WBL	4	14	10	3	7
WBT	1,955	2,667	712	185	2,140
WBR	0	0	0	0	0
North Leg					
Approach	10	13	3	1	11
Departure	1	1	0	0	1
Total	11	14	3	1	12
South Leg					
Approach	10	35	25	6	16
Departure	11	39	28	7	18
Total	21	74	53	14	35
East Leg					
Approach	1,959	2,681	722	187	2,146
Departure	1,413	1,657	244	63	1,476
Total	3,372	4,338	966	250	3,622
West Leg					
Approach	1,413	1,655	242	63	1,476
Departure	1,967	2,687	720	187	2,154
Total	3,380	4,342	962	249	3,629
Total Approaches					
Approach	3,392	4,384	992	257	3,649
Departure	3,392	4,384	992	257	3,649
Total	6,784	8,768	1,984	514	7,298

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
5 Avenida Linda Vista/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	2	2	0	0	2
SBT	0	0	0	0	0
SBR	15	16	1	0	15
EBL	4	5	1	0	4
EBT	1,409	1,652	243	63	1,472
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	1,944	2,665	721	187	2,131
WBR	0	0	0	0	0
North Leg					
Approach	17	18	1	0	17
Departure	4	5	1	0	4
Total	21	23	2	1	22
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	1,944	2,665	721	187	2,131
Departure	1,411	1,654	243	63	1,474
Total	3,355	4,319	964	250	3,605
West Leg					
Approach	1,413	1,657	244	63	1,476
Departure	1,959	2,681	722	187	2,146
Total	3,372	4,338	966	250	3,622
Total Approaches					
Approach	3,374	4,340	966	250	3,624
Departure	3,374	4,340	966	250	3,624
Total	6,748	8,680	1,932	501	7,249

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
6 Calle Entradero/State Route 74					
NBL	10	35	25	6	16
NBT	0	0	0	0	0
NBR	16	58	42	11	27
SBL	4	4	0	0	4
SBT	0	0	0	0	0
SBR	42	47	5	1	43
EBL	11	13	2	1	12
EBT	1,384	1,585	201	52	1,436
EBR	16	56	40	10	26
WBL	12	40	28	7	19
WBT	1,892	2,583	691	179	2,071
WBR	2	2	0	0	2
North Leg					
Approach	46	51	5	1	47
Departure	13	15	2	1	14
Total	59	66	7	2	61
South Leg					
Approach	26	93	67	17	43
Departure	28	96	68	18	46
Total	54	189	135	35	89
East Leg					
Approach	1,906	2,625	719	186	2,092
Departure	1,404	1,647	243	63	1,467
Total	3,310	4,272	962	249	3,559
West Leg					
Approach	1,411	1,654	243	63	1,474
Departure	1,944	2,665	721	187	2,131
Total	3,355	4,319	964	250	3,605
Total Approaches					
Approach	3,389	4,423	1,034	268	3,657
Departure	3,389	4,423	1,034	268	3,657
Total	6,778	8,846	2,068	536	7,314

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
7	Hunt Club Drive - Via Cordova/State Route 74				
NBL	1	4	3	1	2
NBT	0	0	0	0	0
NBR	9	31	22	6	15
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	53	64	11	3	56
EBL	49	60	11	3	52
EBT	1,349	1,565	216	56	1,405
EBR	6	22	16	4	10
WBL	1	3	2	1	2
WBT	1,852	2,558	706	183	2,035
WBR	12	13	1	0	12
North Leg					
Approach	53	64	11	3	56
Departure	61	73	12	3	64
Total	114	137	23	6	120
South Leg					
Approach	10	35	25	6	16
Departure	7	25	18	5	12
Total	17	60	43	11	28
East Leg					
Approach	1,865	2,574	709	184	2,049
Departure	1,358	1,596	238	62	1,420
Total	3,223	4,170	947	246	3,469
West Leg					
Approach	1,404	1,647	243	63	1,467
Departure	1,906	2,626	720	187	2,093
Total	3,310	4,273	963	250	3,560
Total Approaches					
Approach	3,332	4,320	988	256	3,588
Departure	3,332	4,320	988	256	3,588
Total	6,664	8,640	1,976	512	7,176

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
8 Via Cristal/State Route 74					
NBL	4	14	10	3	7
NBT	0	0	0	0	0
NBR	7	26	19	5	12
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,349	1,566	217	56	1,405
EBR	9	30	21	5	14
WBL	3	11	8	2	5
WBT	1,861	2,560	699	181	2,042
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	11	40	29	8	19
Departure	12	41	29	8	20
Total	23	81	58	15	38
East Leg					
Approach	1,864	2,571	707	183	2,047
Departure	1,356	1,592	236	61	1,417
Total	3,220	4,163	943	244	3,464
West Leg					
Approach	1,358	1,596	238	62	1,420
Departure	1,865	2,574	709	184	2,049
Total	3,223	4,170	947	246	3,469
Total Approaches					
Approach	3,233	4,207	974	253	3,486
Departure	3,233	4,207	974	253	3,486
Total	6,466	8,414	1,948	505	6,971

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
9 Strawberry Lane/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	3	3	0	0	3
EBL	1	1	0	0	1
EBT	1,355	1,591	236	61	1,416
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	1,861	2,568	707	183	2,044
WBR	0	0	0	0	0
North Leg					
Approach	3	3	0	0	3
Departure	1	1	0	0	1
Total	4	4	0	0	4
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	1,861	2,568	707	183	2,044
Departure	1,355	1,591	236	61	1,416
Total	3,216	4,159	943	244	3,460
West Leg					
Approach	1,356	1,592	236	61	1,417
Departure	1,864	2,571	707	183	2,047
Total	3,220	4,163	943	244	3,464
Total Approaches					
Approach	3,220	4,163	943	244	3,464
Departure	3,220	4,163	943	244	3,464
Total	6,440	8,326	1,886	489	6,929

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
10 Via Errecarte/State Route 74					
NBL	1	4	3	1	2
NBT	0	0	0	0	0
NBR	7	26	19	5	12
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,343	1,564	221	57	1,400
EBR	12	27	15	4	16
WBL	4	10	6	2	6
WBT	1,860	2,564	704	183	2,043
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	8	30	22	6	14
Departure	16	37	21	5	21
Total	24	67	43	11	35
East Leg					
Approach	1,864	2,574	710	184	2,048
Departure	1,350	1,590	240	62	1,412
Total	3,214	4,164	950	246	3,460
West Leg					
Approach	1,355	1,591	236	61	1,416
Departure	1,861	2,568	707	183	2,044
Total	3,216	4,159	943	244	3,460
Total Approaches					
Approach	3,227	4,195	968	251	3,478
Departure	3,227	4,195	968	251	3,478
Total	6,454	8,390	1,936	502	6,956

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
11 Shadetree Lane - Avenida Siega/State Route 74					
NBL	3	10	7	2	5
NBT	0	0	0	0	0
NBR	21	79	58	15	36
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	9	42	33	9	18
EBL	2	2	0	0	2
EBT	1,326	1,511	185	48	1,374
EBR	22	77	55	14	36
WBL	16	58	42	11	27
WBT	1,852	2,522	670	174	2,026
WBR	2	2	0	0	2
North Leg					
Approach	9	42	33	9	18
Departure	4	4	0	0	4
Total	13	46	33	9	22
South Leg					
Approach	24	89	65	17	41
Departure	38	135	97	25	63
Total	62	224	162	42	104
East Leg					
Approach	1,870	2,582	712	185	2,055
Departure	1,347	1,590	243	63	1,410
Total	3,217	4,172	955	248	3,465
West Leg					
Approach	1,350	1,590	240	62	1,412
Departure	1,864	2,574	710	184	2,048
Total	3,214	4,164	950	246	3,460
Total Approaches					
Approach	3,253	4,303	1,050	272	3,525
Departure	3,253	4,303	1,050	272	3,525
Total	6,506	8,606	2,100	544	7,050

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
12 Reata Road/State Route 74					
NBL	2	2	0	0	2
NBT	3	3	0	0	3
NBR	0	0	0	0	0
SBL	15	34	19	5	20
SBT	0	0	0	0	0
SBR	153	284	131	34	187
EBL	57	74	17	4	61
EBT	1,287	1,513	226	59	1,346
EBR	3	3	0	0	3
WBL	5	5	0	0	5
WBT	1,715	2,297	582	151	1,866
WBR	27	38	11	3	30
North Leg					
Approach	168	318	150	39	207
Departure	87	115	28	7	94
Total	255	433	178	46	301
South Leg					
Approach	5	5	0	0	5
Departure	8	8	0	0	8
Total	13	13	0	0	13
East Leg					
Approach	1,747	2,340	593	154	1,901
Departure	1,302	1,547	245	64	1,366
Total	3,049	3,887	838	217	3,266
West Leg					
Approach	1,347	1,590	243	63	1,410
Departure	1,870	2,583	713	185	2,055
Total	3,217	4,173	956	248	3,465
Total Approaches					
Approach	3,267	4,253	986	256	3,523
Departure	3,267	4,253	986	256	3,523
Total	6,534	8,506	1,972	511	7,045

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
13 Antonio Parkway - La Pata Avenue/State Route 74					
NBL	451	473	22	6	457
NBT	503	787	284	74	577
NBR	57	78	21	5	62
SBL	128	315	187	48	176
SBT	730	1,246	516	134	864
SBR	583	865	282	73	656
EBL	581	697	116	30	611
EBT	264	387	123	32	296
EBR	457	463	6	2	458
WBL	172	260	88	23	195
WBT	713	1,002	289	75	788
WBR	301	739	438	114	415
North Leg					
Approach	1,441	2,426	985	255	1,696
Departure	1,385	2,223	838	217	1,602
Total	2,826	4,649	1,823	473	3,299
South Leg					
Approach	1,011	1,338	327	85	1,096
Departure	1,359	1,969	610	158	1,517
Total	2,370	3,307	937	243	2,613
East Leg					
Approach	1,186	2,001	815	211	1,397
Departure	449	780	331	86	535
Total	1,635	2,781	1,146	297	1,932
West Leg					
Approach	1,302	1,547	245	64	1,366
Departure	1,747	2,340	593	154	1,901
Total	3,049	3,887	838	217	3,266
Total Approaches					
Approach	4,940	7,312	2,372	615	5,555
Departure	4,940	7,312	2,372	615	5,555
Total	9,880	14,624	4,744	1,230	11,110

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
1 La Novia Avenue/State Route 74					
NBL	240	355	115	30	270
NBT	0	0	0	0	0
NBR	172	194	22	6	178
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,604	2,116	512	133	1,737
EBR	176	223	47	12	188
WBL	131	144	13	3	134
WBT	1,095	1,329	234	61	1,156
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	412	549	137	36	448
Departure	307	367	60	16	323
Total	719	916	197	51	770
East Leg					
Approach	1,226	1,473	247	64	1,290
Departure	1,776	2,310	534	138	1,914
Total	3,002	3,783	781	202	3,204
West Leg					
Approach	1,780	2,339	559	145	1,925
Departure	1,335	1,684	349	90	1,425
Total	3,115	4,023	908	235	3,350
Total Approaches					
Approach	3,418	4,361	943	244	3,662
Departure	3,418	4,361	943	244	3,662
Total	6,836	8,722	1,886	489	7,325

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
2 Belford Drive/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	5	6	1	0	5
SBT	0	0	0	0	0
SBR	32	36	4	1	33
EBL	25	30	5	1	26
EBT	1,751	2,280	529	137	1,888
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	1,194	1,437	243	63	1,257
WBR	2	3	1	0	2
North Leg					
Approach	37	42	5	1	38
Departure	27	33	6	2	29
Total	64	75	11	3	67
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	1,196	1,440	244	63	1,259
Departure	1,756	2,286	530	137	1,893
Total	2,952	3,726	774	201	3,153
West Leg					
Approach	1,776	2,310	534	138	1,914
Departure	1,226	1,473	247	64	1,290
Total	3,002	3,783	781	202	3,204
Total Approaches					
Approach	3,009	3,792	783	203	3,212
Departure	3,009	3,792	783	203	3,212
Total	6,018	7,584	1,566	406	6,424

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
3 Sundance Drive/State Route 74					
NBL	2	7	5	1	3
NBT	0	0	0	0	0
NBR	6	20	14	4	10
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,741	2,260	519	135	1,876
EBR	15	26	11	3	18
WBL	9	18	9	2	11
WBT	1,194	1,433	239	62	1,256
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	8	27	19	5	13
Departure	24	44	20	5	29
Total	32	71	39	10	42
East Leg					
Approach	1,203	1,451	248	64	1,267
Departure	1,747	2,280	533	138	1,885
Total	2,950	3,731	781	202	3,152
West Leg					
Approach	1,756	2,286	530	137	1,893
Departure	1,196	1,440	244	63	1,259
Total	2,952	3,726	774	201	3,153
Total Approaches					
Approach	2,967	3,764	797	207	3,174
Departure	2,967	3,764	797	207	3,174
Total	5,934	7,528	1,594	413	6,347

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
4 Avenida Victoria - Via Cuartel/State Route 74					
NBL	1	3	2	1	2
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	9	52	43	11	20
EBL	26	31	5	1	27
EBT	1,706	2,200	494	128	1,834
EBR	15	49	34	9	24
WBL	2	10	8	2	4
WBT	1,193	1,396	203	53	1,246
WBR	0	0	0	0	0
North Leg					
Approach	9	52	43	11	20
Departure	26	31	5	1	27
Total	35	83	48	12	47
South Leg					
Approach	1	3	2	1	2
Departure	17	59	42	11	28
Total	18	62	44	11	29
East Leg					
Approach	1,195	1,406	211	55	1,250
Departure	1,706	2,200	494	128	1,834
Total	2,901	3,606	705	183	3,084
West Leg					
Approach	1,747	2,280	533	138	1,885
Departure	1,203	1,451	248	64	1,267
Total	2,950	3,731	781	202	3,152
Total Approaches					
Approach	2,952	3,741	789	205	3,157
Departure	2,952	3,741	789	205	3,157
Total	5,904	7,482	1,578	409	6,313

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
5 Avenida Linda Vista/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	1	1	0	0	1
SBT	0	0	0	0	0
SBR	9	12	3	1	10
EBL	12	14	2	1	13
EBT	1,694	2,186	492	128	1,822
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	1,186	1,394	208	54	1,240
WBR	3	4	1	0	3
North Leg					
Approach	10	13	3	1	11
Departure	15	18	3	1	16
Total	25	31	6	2	27
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	1,189	1,398	209	54	1,243
Departure	1,695	2,187	492	128	1,823
Total	2,884	3,585	701	182	3,066
West Leg					
Approach	1,706	2,200	494	128	1,834
Departure	1,195	1,406	211	55	1,250
Total	2,901	3,606	705	183	3,084
Total Approaches					
Approach	2,905	3,611	706	183	3,088
Departure	2,905	3,611	706	183	3,088
Total	5,810	7,222	1,412	366	6,176

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
6 Calle Entradero/State Route 74					
NBL	10	30	20	5	15
NBT	0	0	0	0	0
NBR	11	39	28	7	18
SBL	2	10	8	2	4
SBT	0	0	0	0	0
SBR	21	89	68	18	39
EBL	15	17	2	1	16
EBT	1,649	2,079	430	111	1,760
EBR	31	91	60	16	47
WBL	22	92	70	18	40
WBT	1,158	1,279	121	31	1,189
WBR	2	3	1	0	2
North Leg					
Approach	23	99	76	20	43
Departure	17	20	3	1	18
Total	40	119	79	20	60
South Leg					
Approach	21	69	48	12	33
Departure	53	183	130	34	87
Total	74	252	178	46	120
East Leg					
Approach	1,182	1,374	192	50	1,232
Departure	1,662	2,128	466	121	1,783
Total	2,844	3,502	658	171	3,015
West Leg					
Approach	1,695	2,187	492	128	1,823
Departure	1,189	1,398	209	54	1,243
Total	2,884	3,585	701	182	3,066
Total Approaches					
Approach	2,921	3,729	808	209	3,130
Departure	2,921	3,729	808	209	3,130
Total	5,842	7,458	1,616	419	6,261

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
7 Hunt Club Drive - Via Cordova/State Route 74					
NBL	4	12	8	2	6
NBT	0	0	0	0	0
NBR	9	22	13	3	12
SBL	4	5	1	0	4
SBT	0	0	0	0	0
SBR	35	48	13	3	38
EBL	36	47	11	3	39
EBT	1,611	2,047	436	113	1,724
EBR	15	34	19	5	20
WBL	5	13	8	2	7
WBT	1,143	1,314	171	44	1,187
WBR	7	11	4	1	8
North Leg					
Approach	39	53	14	4	43
Departure	43	58	15	4	47
Total	82	111	29	8	90
South Leg					
Approach	13	34	21	5	18
Departure	20	47	27	7	27
Total	33	81	48	12	45
East Leg					
Approach	1,155	1,338	183	47	1,202
Departure	1,624	2,074	450	117	1,741
Total	2,779	3,412	633	164	2,943
West Leg					
Approach	1,662	2,128	466	121	1,783
Departure	1,182	1,374	192	50	1,232
Total	2,844	3,502	658	171	3,015
Total Approaches					
Approach	2,869	3,553	684	177	3,046
Departure	2,869	3,553	684	177	3,046
Total	5,738	7,106	1,368	355	6,093

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
8 Via Cristal/State Route 74					
NBL	3	11	8	2	5
NBT	0	0	0	0	0
NBR	7	24	17	4	11
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,616	2,057	441	114	1,730
EBR	8	17	9	2	10
WBL	12	30	18	5	17
WBT	1,152	1,326	174	45	1,197
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	10	35	25	6	16
Departure	20	47	27	7	27
Total	30	82	52	13	43
East Leg					
Approach	1,164	1,356	192	50	1,214
Departure	1,623	2,081	458	119	1,742
Total	2,787	3,437	650	169	2,956
West Leg					
Approach	1,624	2,074	450	117	1,741
Departure	1,155	1,337	182	47	1,202
Total	2,779	3,411	632	164	2,943
Total Approaches					
Approach	2,798	3,465	667	173	2,971
Departure	2,798	3,465	667	173	2,971
Total	5,596	6,930	1,334	346	5,942

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
9 Strawberry Lane/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	1	1	0	0	1
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	5	5	0	0	5
EBT	1,618	2,076	458	119	1,737
EBR	0	0	0	0	0
WBL	2	2	0	0	2
WBT	1,164	1,356	192	50	1,214
WBR	0	0	0	0	0
North Leg					
Approach	1	1	0	0	1
Departure	5	5	0	0	5
Total	6	6	0	0	6
South Leg					
Approach	0	0	0	0	0
Departure	2	2	0	0	2
Total	2	2	0	0	2
East Leg					
Approach	1,166	1,358	192	50	1,216
Departure	1,619	2,077	458	119	1,738
Total	2,785	3,435	650	169	2,954
West Leg					
Approach	1,623	2,081	458	119	1,742
Departure	1,164	1,356	192	50	1,214
Total	2,787	3,437	650	169	2,956
Total Approaches					
Approach	2,790	3,440	650	169	2,959
Departure	2,790	3,440	650	169	2,959
Total	5,580	6,880	1,300	337	5,917

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
10 Via Errecarte/State Route 74					
NBL	3	11	8	2	5
NBT	0	0	0	0	0
NBR	9	31	22	6	15
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,609	2,054	445	115	1,724
EBR	10	23	13	3	13
WBL	13	32	19	5	18
WBT	1,163	1,347	184	48	1,211
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	12	42	30	8	20
Departure	23	55	32	8	31
Total	35	97	62	16	51
East Leg					
Approach	1,176	1,379	203	53	1,229
Departure	1,618	2,085	467	121	1,739
Total	2,794	3,464	670	174	2,968
West Leg					
Approach	1,619	2,077	458	119	1,738
Departure	1,166	1,358	192	50	1,216
Total	2,785	3,435	650	169	2,954
Total Approaches					
Approach	2,807	3,498	691	179	2,986
Departure	2,807	3,498	691	179	2,986
Total	5,614	6,996	1,382	358	5,972

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
11 Shadetree Lane - Avenida Siega/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	45	158	113	29	74
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	2	42	40	10	12
EBL	3	4	1	0	3
EBT	1,604	2,027	423	110	1,714
EBR	11	54	43	11	22
WBL	51	175	124	32	83
WBT	1,174	1,337	163	42	1,216
WBR	0	0	0	0	0
North Leg					
Approach	2	42	40	10	12
Departure	3	4	1	0	3
Total	5	46	41	11	16
South Leg					
Approach	45	158	113	29	74
Departure	62	229	167	43	105
Total	107	387	280	73	180
East Leg					
Approach	1,225	1,512	287	74	1,299
Departure	1,649	2,185	536	139	1,788
Total	2,874	3,697	823	213	3,087
West Leg					
Approach	1,618	2,085	467	121	1,739
Departure	1,176	1,379	203	53	1,229
Total	2,794	3,464	670	174	2,968
Total Approaches					
Approach	2,890	3,797	907	235	3,125
Departure	2,890	3,797	907	235	3,125
Total	5,780	7,594	1,814	470	6,250

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
12 Reata Road/State Route 74					
NBL	2	2	0	0	2
NBT	0	0	0	0	0
NBR	4	4	0	0	4
SBL	29	41	12	3	32
SBT	0	0	0	0	0
SBR	96	134	38	10	106
EBL	81	188	107	28	109
EBT	1,565	1,994	429	111	1,676
EBR	3	3	0	0	3
WBL	11	12	1	0	11
WBT	1,127	1,376	249	65	1,192
WBR	15	47	32	8	23
North Leg					
Approach	125	175	50	13	138
Departure	96	235	139	36	132
Total	221	410	189	49	270
South Leg					
Approach	6	6	0	0	6
Departure	14	15	1	0	14
Total	20	21	1	0	20
East Leg					
Approach	1,153	1,435	282	73	1,226
Departure	1,598	2,039	441	114	1,712
Total	2,751	3,474	723	187	2,938
West Leg					
Approach	1,649	2,185	536	139	1,788
Departure	1,225	1,512	287	74	1,299
Total	2,874	3,697	823	213	3,087
Total Approaches					
Approach	2,933	3,801	868	225	3,158
Departure	2,933	3,801	868	225	3,158
Total	5,866	7,602	1,736	450	6,316

Table B-2 - Opening Year (2025) No Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 NB PCE	Growth 2018 - 2,045	Growth By 2,025	OY NB Volumes
13 Antonio Parkway - La Pata Avenue/State Route 74					
NBL	308	317	9	2	310
NBT	539	1,000	461	120	659
NBR	142	204	62	16	158
SBL	284	681	397	103	387
SBT	451	807	356	92	543
SBR	539	631	92	24	563
EBL	515	758	243	63	578
EBT	851	1,038	187	48	899
EBR	232	243	11	3	235
WBL	73	121	48	12	85
WBT	306	487	181	47	353
WBR	111	319	208	54	165
North Leg					
Approach	1,274	2,119	845	219	1,493
Departure	1,165	2,077	912	236	1,401
Total	2,439	4,196	1,757	456	2,895
South Leg					
Approach	989	1,521	532	138	1,127
Departure	756	1,171	415	108	864
Total	1,745	2,692	947	246	1,991
East Leg					
Approach	490	927	437	113	603
Departure	1,277	1,923	646	167	1,444
Total	1,767	2,850	1,083	281	2,048
West Leg					
Approach	1,598	2,039	441	114	1,712
Departure	1,153	1,435	282	73	1,226
Total	2,751	3,474	723	187	2,938
Total Approaches					
Approach	4,351	6,606	2,255	585	4,936
Departure	4,351	6,606	2,255	585	4,936
Total	8,702	13,212	4,510	1,169	9,871

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
1 La Novia Avenue/State Route 74					
NBL	396	416	20	5	401
NBT	0	0	0	0	0
NBR	276	258	-18	-5	271
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,485	1,699	214	55	1,540
EBR	238	292	54	14	252
WBL	232	331	99	26	258
WBT	2,069	2,837	768	199	2,268
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	672	674	2	1	673
Departure	470	623	153	40	510
Total	1,142	1,297	155	40	1,182
East Leg					
Approach	2,301	3,168	867	225	2,526
Departure	1,761	1,957	196	51	1,812
Total	4,062	5,125	1,063	276	4,338
West Leg					
Approach	1,723	1,991	268	69	1,792
Departure	2,465	3,253	788	204	2,669
Total	4,188	5,244	1,056	274	4,462
Total Approaches					
Approach	4,696	5,833	1,137	295	4,991
Departure	4,696	5,833	1,137	295	4,991
Total	9,392	11,666	2,274	590	9,982

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
2 Belford Drive/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	11	12	1	0	11
SBT	0	0	0	0	0
SBR	28	31	3	1	29
EBL	14	17	3	1	15
EBT	1,747	1,940	193	50	1,797
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	2,273	3,137	864	224	2,497
WBR	3	3	0	0	3
North Leg					
Approach	39	43	4	1	40
Departure	17	20	3	1	18
Total	56	63	7	2	58
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	2,276	3,140	864	224	2,500
Departure	1,758	1,952	194	50	1,808
Total	4,034	5,092	1,058	274	4,308
West Leg					
Approach	1,761	1,957	196	51	1,812
Departure	2,301	3,168	867	225	2,526
Total	4,062	5,125	1,063	276	4,338
Total Approaches					
Approach	4,076	5,140	1,064	276	4,352
Departure	4,076	5,140	1,064	276	4,352
Total	8,152	10,280	2,128	552	8,704

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
3 Sundance Drive/State Route 74					
NBL	5	21	16	4	9
NBT	0	0	0	0	0
NBR	21	71	50	13	34
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,748	1,919	171	44	1,792
EBR	10	33	23	6	16
WBL	27	68	41	11	38
WBT	2,271	3,119	848	220	2,491
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	26	92	66	17	43
Departure	37	101	64	17	54
Total	63	193	130	34	97
East Leg					
Approach	2,298	3,187	889	230	2,528
Departure	1,769	1,990	221	57	1,826
Total	4,067	5,177	1,110	288	4,355
West Leg					
Approach	1,758	1,952	194	50	1,808
Departure	2,276	3,140	864	224	2,500
Total	4,034	5,092	1,058	274	4,308
Total Approaches					
Approach	4,082	5,231	1,149	298	4,380
Departure	4,082	5,231	1,149	298	4,380
Total	8,164	10,462	2,298	596	8,760

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
4 Avenida Victoria - Via Cuartel/State Route 74					
NBL	2	7	5	1	3
NBT	0	0	0	0	0
NBR	8	31	23	6	14
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	10	13	3	1	11
EBL	1	1	0	0	1
EBT	1,761	1,963	202	52	1,813
EBR	7	26	19	5	12
WBL	4	14	10	3	7
WBT	2,286	3,167	881	228	2,514
WBR	0	0	0	0	0
North Leg					
Approach	10	13	3	1	11
Departure	1	1	0	0	1
Total	11	14	3	1	12
South Leg					
Approach	10	38	28	7	17
Departure	11	40	29	8	19
Total	21	78	57	15	36
East Leg					
Approach	2,290	3,181	891	231	2,521
Departure	1,769	1,994	225	58	1,827
Total	4,059	5,175	1,116	289	4,348
West Leg					
Approach	1,769	1,990	221	57	1,826
Departure	2,298	3,187	889	230	2,528
Total	4,067	5,177	1,110	288	4,355
Total Approaches					
Approach	4,079	5,222	1,143	296	4,375
Departure	4,079	5,222	1,143	296	4,375
Total	8,158	10,444	2,286	593	8,751

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
5 Avenida Linda Vista/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	2	2	0	0	2
SBT	0	0	0	0	0
SBR	15	16	1	0	15
EBL	4	5	1	0	4
EBT	1,765	1,989	224	58	1,823
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	2,275	3,165	890	231	2,506
WBR	0	0	0	0	0
North Leg					
Approach	17	18	1	0	17
Departure	4	5	1	0	4
Total	21	23	2	1	22
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	2,275	3,165	890	231	2,506
Departure	1,767	1,991	224	58	1,825
Total	4,042	5,156	1,114	289	4,331
West Leg					
Approach	1,769	1,994	225	58	1,827
Departure	2,290	3,181	891	231	2,521
Total	4,059	5,175	1,116	289	4,348
Total Approaches					
Approach	4,061	5,177	1,116	289	4,350
Departure	4,061	5,177	1,116	289	4,350
Total	8,122	10,354	2,232	579	8,701

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
6 Calle Entradero/State Route 74					
NBL	10	36	26	7	17
NBT	0	0	0	0	0
NBR	17	63	46	12	29
SBL	4	5	1	0	4
SBT	0	0	0	0	0
SBR	42	47	5	1	43
EBL	11	13	2	1	12
EBT	1,740	1,918	178	46	1,786
EBR	16	60	44	11	27
WBL	11	40	29	8	19
WBT	2,223	3,082	859	223	2,446
WBR	2	2	0	0	2
North Leg					
Approach	46	52	6	2	48
Departure	13	15	2	1	14
Total	59	67	8	2	61
South Leg					
Approach	27	99	72	19	46
Departure	27	100	73	19	46
Total	54	199	145	38	92
East Leg					
Approach	2,236	3,124	888	230	2,466
Departure	1,761	1,986	225	58	1,819
Total	3,997	5,110	1,113	289	4,286
West Leg					
Approach	1,767	1,991	224	58	1,825
Departure	2,275	3,165	890	231	2,506
Total	4,042	5,156	1,114	289	4,331
Total Approaches					
Approach	4,076	5,266	1,190	309	4,385
Departure	4,076	5,266	1,190	309	4,385
Total	8,152	10,532	2,380	617	8,769

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
7	Hunt Club Drive - Via Cordova/State Route 74				
NBL	1	3	2	1	2
NBT	0	0	0	0	0
NBR	9	36	27	7	16
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	53	63	10	3	56
EBL	49	55	6	2	51
EBT	1,706	1,910	204	53	1,759
EBR	6	21	15	4	10
WBL	1	5	4	1	2
WBT	2,182	3,058	876	227	2,409
WBR	11	18	7	2	13
North Leg					
Approach	53	63	10	3	56
Departure	60	73	13	3	63
Total	113	136	23	6	119
South Leg					
Approach	10	39	29	8	18
Departure	7	26	19	5	12
Total	17	65	48	12	29
East Leg					
Approach	2,194	3,081	887	230	2,424
Departure	1,715	1,946	231	60	1,775
Total	3,909	5,027	1,118	290	4,199
West Leg					
Approach	1,761	1,986	225	58	1,819
Departure	2,236	3,124	888	230	2,466
Total	3,997	5,110	1,113	289	4,286
Total Approaches					
Approach	4,018	5,169	1,151	298	4,316
Departure	4,018	5,169	1,151	298	4,316
Total	8,036	10,338	2,302	597	8,633

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
8 Via Cristal/State Route 74					
NBL	4	15	11	3	7
NBT	0	0	0	0	0
NBR	7	27	20	5	12
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,706	1,915	209	54	1,760
EBR	9	31	22	6	15
WBL	3	10	7	2	5
WBT	2,190	3,066	876	227	2,417
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	11	42	31	8	19
Departure	12	41	29	8	20
Total	23	83	60	16	39
East Leg					
Approach	2,193	3,076	883	229	2,422
Departure	1,713	1,942	229	59	1,772
Total	3,906	5,018	1,112	288	4,194
West Leg					
Approach	1,715	1,946	231	60	1,775
Departure	2,194	3,081	887	230	2,424
Total	3,909	5,027	1,118	290	4,199
Total Approaches					
Approach	3,919	5,064	1,145	297	4,216
Departure	3,919	5,064	1,145	297	4,216
Total	7,838	10,128	2,290	594	8,432

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
9 Strawberry Lane/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	3	3	0	0	3
EBL	1	1	0	0	1
EBT	1,712	1,941	229	59	1,771
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	2,190	3,073	883	229	2,419
WBR	0	0	0	0	0
North Leg					
Approach	3	3	0	0	3
Departure	1	1	0	0	1
Total	4	4	0	0	4
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	2,190	3,073	883	229	2,419
Departure	1,712	1,941	229	59	1,771
Total	3,902	5,014	1,112	288	4,190
West Leg					
Approach	1,713	1,942	229	59	1,772
Departure	2,193	3,076	883	229	2,422
Total	3,906	5,018	1,112	288	4,194
Total Approaches					
Approach	3,906	5,018	1,112	288	4,194
Departure	3,906	5,018	1,112	288	4,194
Total	7,812	10,036	2,224	577	8,389

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
10 Via Errecarte/State Route 74					
NBL	1	4	3	1	2
NBT	0	0	0	0	0
NBR	7	27	20	5	12
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,700	1,912	212	55	1,755
EBR	12	29	17	4	16
WBL	4	9	5	1	5
WBT	2,189	3,069	880	228	2,417
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	8	31	23	6	14
Departure	16	38	22	6	22
Total	24	69	45	12	36
East Leg					
Approach	2,193	3,078	885	229	2,422
Departure	1,707	1,939	232	60	1,767
Total	3,900	5,017	1,117	290	4,190
West Leg					
Approach	1,712	1,941	229	59	1,771
Departure	2,190	3,073	883	229	2,419
Total	3,902	5,014	1,112	288	4,190
Total Approaches					
Approach	3,913	5,050	1,137	295	4,208
Departure	3,913	5,050	1,137	295	4,208
Total	7,826	10,100	2,274	590	8,416

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				OY Build Volumes
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	
11 Shadetree Lane - Avenida Siega/State Route 74					
NBL	3	11	8	2	5
NBT	0	0	0	0	0
NBR	21	81	60	16	37
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	9	44	35	9	18
EBL	2	2	0	0	2
EBT	1,683	1,855	172	45	1,728
EBR	22	82	60	16	38
WBL	15	54	39	10	25
WBT	2,181	3,023	842	218	2,399
WBR	2	2	0	0	2
North Leg					
Approach	9	44	35	9	18
Departure	4	4	0	0	4
Total	13	48	35	9	22
South Leg					
Approach	24	92	68	18	42
Departure	37	136	99	26	63
Total	61	228	167	43	104
East Leg					
Approach	2,198	3,079	881	228	2,426
Departure	1,704	1,936	232	60	1,764
Total	3,902	5,015	1,113	289	4,191
West Leg					
Approach	1,707	1,939	232	60	1,767
Departure	2,193	3,078	885	229	2,422
Total	3,900	5,017	1,117	290	4,190
Total Approaches					
Approach	3,938	5,154	1,216	315	4,253
Departure	3,938	5,154	1,216	315	4,253
Total	7,876	10,308	2,432	631	8,507

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
12 Reata Road/State Route 74					
NBL	2	2	0	0	2
NBT	3	3	0	0	3
NBR	0	0	0	0	0
SBL	15	39	24	6	21
SBT	0	0	0	0	0
SBR	164	367	203	53	217
EBL	57	83	26	7	64
EBT	1,644	1,850	206	53	1,697
EBR	3	3	0	0	3
WBL	4	4	0	0	4
WBT	2,032	2,711	679	176	2,208
WBR	24	34	10	3	27
North Leg					
Approach	179	406	227	59	238
Departure	84	120	36	9	93
Total	263	526	263	68	331
South Leg					
Approach	5	5	0	0	5
Departure	7	7	0	0	7
Total	12	12	0	0	12
East Leg					
Approach	2,060	2,749	689	179	2,239
Departure	1,659	1,889	230	60	1,719
Total	3,719	4,638	919	238	3,957
West Leg					
Approach	1,704	1,936	232	60	1,764
Departure	2,198	3,080	882	229	2,427
Total	3,902	5,016	1,114	289	4,191
Total Approaches					
Approach	3,948	5,096	1,148	298	4,246
Departure	3,948	5,096	1,148	298	4,246
Total	7,896	10,192	2,296	595	8,491

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	AM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
13 Antonio Parkway - La Pata Avenue/State Route 74					
NBL	489	453	-36	-9	480
NBT	503	742	239	62	565
NBR	57	68	11	3	60
SBL	128	304	176	46	174
SBT	730	1,189	459	119	849
SBR	798	1,196	398	103	901
EBL	839	901	62	16	855
EBT	301	453	152	39	340
EBR	519	535	16	4	523
WBL	172	218	46	12	184
WBT	773	1,101	328	85	858
WBR	301	683	382	99	400
North Leg					
Approach	1,656	2,689	1,033	268	1,924
Departure	1,643	2,326	683	177	1,820
Total	3,299	5,015	1,716	445	3,744
South Leg					
Approach	1,049	1,263	214	55	1,104
Departure	1,421	1,942	521	135	1,556
Total	2,470	3,205	735	191	2,661
East Leg					
Approach	1,246	2,002	756	196	1,442
Departure	486	825	339	88	574
Total	1,732	2,827	1,095	284	2,016
West Leg					
Approach	1,659	1,889	230	60	1,719
Departure	2,060	2,750	690	179	2,239
Total	3,719	4,639	920	239	3,958
Total Approaches					
Approach	5,610	7,843	2,233	579	6,189
Departure	5,610	7,843	2,233	579	6,189
Total	11,220	15,686	4,466	1,158	12,378

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
1 La Novia Avenue/State Route 74					
NBL	240	336	96	25	265
NBT	0	0	0	0	0
NBR	191	264	73	19	210
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,874	2,590	716	186	2,060
EBR	176	185	9	2	178
WBL	134	168	34	9	143
WBT	1,243	1,623	380	99	1,342
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	431	600	169	44	475
Departure	310	353	43	11	321
Total	741	953	212	55	796
East Leg					
Approach	1,377	1,791	414	107	1,484
Departure	2,065	2,854	789	205	2,270
Total	3,442	4,645	1,203	312	3,754
West Leg					
Approach	2,050	2,775	725	188	2,238
Departure	1,483	1,959	476	123	1,606
Total	3,533	4,734	1,201	311	3,844
Total Approaches					
Approach	3,858	5,166	1,308	339	4,197
Departure	3,858	5,166	1,308	339	4,197
Total	7,716	10,332	2,616	678	8,394

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
2 Belford Drive/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	6	6	0	0	6
SBT	0	0	0	0	0
SBR	32	37	5	1	33
EBL	25	30	5	1	26
EBT	2,040	2,824	784	203	2,243
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	1,345	1,754	409	106	1,451
WBR	2	3	1	0	2
North Leg					
Approach	38	43	5	1	39
Departure	27	33	6	2	29
Total	65	76	11	3	68
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	1,347	1,757	410	106	1,453
Departure	2,046	2,830	784	203	2,249
Total	3,393	4,587	1,194	310	3,703
West Leg					
Approach	2,065	2,854	789	205	2,270
Departure	1,377	1,791	414	107	1,484
Total	3,442	4,645	1,203	312	3,754
Total Approaches					
Approach	3,450	4,654	1,204	312	3,762
Departure	3,450	4,654	1,204	312	3,762
Total	6,900	9,308	2,408	624	7,524

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
3 Sundance Drive/State Route 74					
NBL	2	8	6	2	4
NBT	0	0	0	0	0
NBR	7	22	15	4	11
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	2,031	2,804	773	200	2,231
EBR	15	26	11	3	18
WBL	9	19	10	3	12
WBT	1,345	1,749	404	105	1,450
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	9	30	21	5	14
Departure	24	45	21	5	29
Total	33	75	42	11	44
East Leg					
Approach	1,354	1,768	414	107	1,461
Departure	2,038	2,826	788	204	2,242
Total	3,392	4,594	1,202	312	3,704
West Leg					
Approach	2,046	2,830	784	203	2,249
Departure	1,347	1,757	410	106	1,453
Total	3,393	4,587	1,194	310	3,703
Total Approaches					
Approach	3,409	4,628	1,219	316	3,725
Departure	3,409	4,628	1,219	316	3,725
Total	6,818	9,256	2,438	632	7,450

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
4 Avenida Victoria - Via Cuartel/State Route 74					
NBL	1	4	3	1	2
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	9	56	47	12	21
EBL	26	32	6	2	28
EBT	1,997	2,743	746	193	2,190
EBR	15	51	36	9	24
WBL	2	11	9	2	4
WBT	1,344	1,708	364	94	1,438
WBR	0	0	0	0	0
North Leg					
Approach	9	56	47	12	21
Departure	26	32	6	2	28
Total	35	88	53	14	49
South Leg					
Approach	1	4	3	1	2
Departure	17	62	45	12	29
Total	18	66	48	12	30
East Leg					
Approach	1,346	1,719	373	97	1,443
Departure	1,997	2,743	746	193	2,190
Total	3,343	4,462	1,119	290	3,633
West Leg					
Approach	2,038	2,826	788	204	2,242
Departure	1,354	1,768	414	107	1,461
Total	3,392	4,594	1,202	312	3,704
Total Approaches					
Approach	3,394	4,605	1,211	314	3,708
Departure	3,394	4,605	1,211	314	3,708
Total	6,788	9,210	2,422	628	7,416

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
5 Avenida Linda Vista/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	1	1	0	0	1
SBT	0	0	0	0	0
SBR	9	12	3	1	10
EBL	12	14	2	1	13
EBT	1,985	2,729	744	193	2,178
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	1,337	1,707	370	96	1,433
WBR	3	4	1	0	3
North Leg					
Approach	10	13	3	1	11
Departure	15	18	3	1	16
Total	25	31	6	2	27
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	1,340	1,711	371	96	1,436
Departure	1,986	2,730	744	193	2,179
Total	3,326	4,441	1,115	289	3,615
West Leg					
Approach	1,997	2,743	746	193	2,190
Departure	1,346	1,719	373	97	1,443
Total	3,343	4,462	1,119	290	3,633
Total Approaches					
Approach	3,347	4,467	1,120	290	3,637
Departure	3,347	4,467	1,120	290	3,637
Total	6,694	8,934	2,240	581	7,275

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
6 Calle Entradero/State Route 74					
NBL	10	32	22	6	16
NBT	0	0	0	0	0
NBR	12	41	29	8	20
SBL	2	10	8	2	4
SBT	0	0	0	0	0
SBR	21	94	73	19	40
EBL	15	17	2	1	16
EBT	1,940	2,619	679	176	2,116
EBR	31	94	63	16	47
WBL	21	97	76	20	41
WBT	1,309	1,585	276	72	1,381
WBR	2	4	2	1	3
North Leg					
Approach	23	104	81	21	44
Departure	17	21	4	1	18
Total	40	125	85	22	62
South Leg					
Approach	22	73	51	13	35
Departure	52	191	139	36	88
Total	74	264	190	49	123
East Leg					
Approach	1,332	1,686	354	92	1,424
Departure	1,954	2,670	716	186	2,140
Total	3,286	4,356	1,070	277	3,563
West Leg					
Approach	1,986	2,730	744	193	2,179
Departure	1,340	1,711	371	96	1,436
Total	3,326	4,441	1,115	289	3,615
Total Approaches					
Approach	3,363	4,593	1,230	319	3,682
Departure	3,363	4,593	1,230	319	3,682
Total	6,726	9,186	2,460	638	7,364

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
7	Hunt Club Drive - Via Cordova/State Route 74				
NBL	4	8	4	1	5
NBT	0	0	0	0	0
NBR	10	26	16	4	14
SBL	4	8	4	1	5
SBT	0	0	0	0	0
SBR	35	44	9	2	37
EBL	36	42	6	2	38
EBT	1,903	2,600	697	181	2,084
EBR	15	28	13	3	18
WBL	5	20	15	4	9
WBT	1,293	1,634	341	88	1,381
WBR	7	17	10	3	10
North Leg					
Approach	39	52	13	3	42
Departure	43	59	16	4	47
Total	82	111	29	8	90
South Leg					
Approach	14	34	20	5	19
Departure	20	48	28	7	27
Total	34	82	48	12	46
East Leg					
Approach	1,305	1,671	366	95	1,400
Departure	1,917	2,634	717	186	2,103
Total	3,222	4,305	1,083	281	3,503
West Leg					
Approach	1,954	2,670	716	186	2,140
Departure	1,332	1,686	354	92	1,424
Total	3,286	4,356	1,070	277	3,563
Total Approaches					
Approach	3,312	4,427	1,115	289	3,601
Departure	3,312	4,427	1,115	289	3,601
Total	6,624	8,854	2,230	578	7,202

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
8 Via Cristal/State Route 74					
NBL	3	12	9	2	5
NBT	0	0	0	0	0
NBR	7	24	17	4	11
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,909	2,617	708	184	2,093
EBR	8	17	9	2	10
WBL	12	31	19	5	17
WBT	1,302	1,660	358	93	1,395
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	10	36	26	7	17
Departure	20	48	28	7	27
Total	30	84	54	14	44
East Leg					
Approach	1,314	1,691	377	98	1,412
Departure	1,916	2,641	725	188	2,104
Total	3,230	4,332	1,102	286	3,516
West Leg					
Approach	1,917	2,634	717	186	2,103
Departure	1,305	1,672	367	95	1,400
Total	3,222	4,306	1,084	281	3,503
Total Approaches					
Approach	3,241	4,361	1,120	290	3,531
Departure	3,241	4,361	1,120	290	3,531
Total	6,482	8,722	2,240	581	7,063

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
9 Strawberry Lane/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	1	1	0	0	1
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	5	5	0	0	5
EBT	1,911	2,636	725	188	2,099
EBR	0	0	0	0	0
WBL	2	2	0	0	2
WBT	1,314	1,691	377	98	1,412
WBR	0	0	0	0	0
North Leg					
Approach	1	1	0	0	1
Departure	5	5	0	0	5
Total	6	6	0	0	6
South Leg					
Approach	0	0	0	0	0
Departure	2	2	0	0	2
Total	2	2	0	0	2
East Leg					
Approach	1,316	1,693	377	98	1,414
Departure	1,912	2,637	725	188	2,100
Total	3,228	4,330	1,102	286	3,514
West Leg					
Approach	1,916	2,641	725	188	2,104
Departure	1,314	1,691	377	98	1,412
Total	3,230	4,332	1,102	286	3,516
Total Approaches					
Approach	3,233	4,335	1,102	286	3,519
Departure	3,233	4,335	1,102	286	3,519
Total	6,466	8,670	2,204	571	7,037

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
10 Via Errecarte/State Route 74					
NBL	3	12	9	2	5
NBT	0	0	0	0	0
NBR	9	31	22	6	15
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	1,902	2,615	713	185	2,087
EBR	10	22	12	3	13
WBL	12	34	22	6	18
WBT	1,313	1,681	368	95	1,408
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	12	43	31	8	20
Departure	22	56	34	9	31
Total	34	99	65	17	51
East Leg					
Approach	1,325	1,715	390	101	1,426
Departure	1,911	2,646	735	191	2,102
Total	3,236	4,361	1,125	292	3,528
West Leg					
Approach	1,912	2,637	725	188	2,100
Departure	1,316	1,693	377	98	1,414
Total	3,228	4,330	1,102	286	3,514
Total Approaches					
Approach	3,249	4,395	1,146	297	3,546
Departure	3,249	4,395	1,146	297	3,546
Total	6,498	8,790	2,292	594	7,092

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
11 Shadetree Lane - Avenida Siega/State Route 74					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	45	158	113	29	74
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	2	45	43	11	13
EBL	3	4	1	0	3
EBT	1,897	2,592	695	180	2,077
EBR	11	50	39	10	21
WBL	49	183	134	35	84
WBT	1,323	1,670	347	90	1,413
WBR	0	0	0	0	0
North Leg					
Approach	2	45	43	11	13
Departure	3	4	1	0	3
Total	5	49	44	11	16
South Leg					
Approach	45	158	113	29	74
Departure	60	233	173	45	105
Total	105	391	286	74	179
East Leg					
Approach	1,372	1,853	481	125	1,497
Departure	1,942	2,750	808	209	2,151
Total	3,314	4,603	1,289	334	3,648
West Leg					
Approach	1,911	2,646	735	191	2,102
Departure	1,325	1,715	390	101	1,426
Total	3,236	4,361	1,125	292	3,528
Total Approaches					
Approach	3,330	4,702	1,372	356	3,686
Departure	3,330	4,702	1,372	356	3,686
Total	6,660	9,404	2,744	711	7,371

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
12 Reata Road/State Route 74					
NBL	2	2	0	0	2
NBT	0	0	0	0	0
NBR	4	4	0	0	4
SBL	29	39	10	3	32
SBT	0	0	0	0	0
SBR	99	153	54	14	113
EBL	81	240	159	41	122
EBT	1,858	2,507	649	168	2,026
EBR	3	3	0	0	3
WBL	10	11	1	0	10
WBT	1,271	1,698	427	111	1,382
WBR	14	55	41	11	25
North Leg					
Approach	128	192	64	17	145
Departure	95	295	200	52	147
Total	223	487	264	68	291
South Leg					
Approach	6	6	0	0	6
Departure	13	14	1	0	13
Total	19	20	1	0	19
East Leg					
Approach	1,295	1,764	469	122	1,417
Departure	1,891	2,550	659	171	2,062
Total	3,186	4,314	1,128	292	3,478
West Leg					
Approach	1,942	2,750	808	209	2,151
Departure	1,372	1,853	481	125	1,497
Total	3,314	4,603	1,289	334	3,648
Total Approaches					
Approach	3,371	4,712	1,341	348	3,719
Departure	3,371	4,712	1,341	348	3,719
Total	6,742	9,424	2,682	695	7,437

Table B-3 - Opening Year (2025) Build Peak Hour PCE Volume Summary

	PM Peak Hour				
	Existing (2018) PCE	2,045 Build PCE	Growth 2018 - 2,045	Growth By 2,025	OY Build Volumes
13 Antonio Parkway - La Pata Avenue/State Route 74					
NBL	319	379	60	16	335
NBT	539	980	441	114	653
NBR	142	185	43	11	153
SBL	284	641	357	93	377
SBT	451	807	356	92	543
SBR	659	817	158	41	700
EBL	686	1,113	427	111	797
EBT	947	1,182	235	61	1,008
EBR	258	255	-3	-1	257
WBL	73	114	41	11	84
WBT	317	568	251	65	382
WBR	111	304	193	50	161
North Leg					
Approach	1,394	2,265	871	226	1,620
Departure	1,336	2,397	1,061	275	1,611
Total	2,730	4,662	1,932	501	3,231
South Leg					
Approach	1,000	1,544	544	141	1,141
Departure	782	1,176	394	102	884
Total	1,782	2,720	938	243	2,025
East Leg					
Approach	501	986	485	126	627
Departure	1,373	2,008	635	165	1,538
Total	1,874	2,994	1,120	290	2,164
West Leg					
Approach	1,891	2,550	659	171	2,062
Departure	1,295	1,764	469	122	1,417
Total	3,186	4,314	1,128	292	3,478
Total Approaches					
Approach	4,786	7,345	2,559	663	5,449
Departure	4,786	7,345	2,559	663	5,449
Total	9,572	14,690	5,118	1,327	10,899

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
1 La Novia Avenue/State Route 74												
NBL	416	0	416	0	416	416	355	0	355	0	355	355
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	242	0	242	0	242	248	199	0	199	0	199	194
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,133	107	1,240	213	1,347	1,379	1,757	206	1,963	412	2,169	2,116
EBR	339	0	339	0	339	339	223	0	223	0	223	223
WBL	239	0	239	0	239	258	155	0	155	0	155	144
WBT	1,878	177	2,055	353	2,232	2,409	1,157	136	1,293	271	1,429	1,329
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	658	0	658	0	658	664	554	0	554	0	554	549
Departure	578	0	578	0	578	597	378	0	378	0	378	367
Total	1,236	0	1,236	0	1,236	1,261	932	0	932	0	932	916
East Leg												
Approach	2,117	177	2,294	353	2,471	2,667	1,312	136	1,448	271	1,584	1,473
Departure	1,375	107	1,482	213	1,589	1,627	1,956	206	2,162	412	2,368	2,310
Total	3,493	283	3,776	566	4,060	4,294	3,268	342	3,610	683	3,952	3,783
West Leg												
Approach	1,472	107	1,579	213	1,686	1,718	1,980	206	2,186	412	2,392	2,339
Departure	2,294	177	2,471	353	2,648	2,825	1,512	136	1,648	271	1,784	1,684
Total	3,767	283	4,050	566	4,334	4,543	3,492	342	3,834	683	4,176	4,023
Total Approaches												
Approach	4,248	283	4,531	566	4,815	5,049	3,846	342	4,188	683	4,530	4,361
Departure	4,248	283	4,531	566	4,815	5,049	3,846	342	4,188	683	4,530	4,361
Total	8,496	566	9,062	1,133	9,630	10,098	7,693	683	8,376	1,366	9,060	8,722

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
2 Belford Drive/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	11	0	11	0	11	11	6	0	6	0	6	6
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	30	0	30	0	30	30	36	0	36	0	36	36
EBL	17	0	17	0	17	17	30	0	30	0	30	30
EBT	1,305	123	1,428	245	1,551	1,610	1,863	218	2,081	437	2,299	2,280
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	2,096	197	2,293	394	2,490	2,637	1,179	138	1,317	276	1,455	1,437
WBR	3	0	3	0	3	3	3	0	3	0	3	3
North Leg												
Approach	41	0	41	0	41	41	42	0	42	0	42	42
Departure	20	0	20	0	20	20	33	0	33	0	33	33
Total	61	0	61	0	61	61	75	0	75	0	75	75
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	2,099	197	2,296	394	2,493	2,640	1,182	138	1,320	276	1,458	1,440
Departure	1,316	123	1,439	245	1,562	1,621	1,869	218	2,087	437	2,305	2,286
Total	3,415	320	3,735	640	4,055	4,261	3,051	356	3,407	713	3,763	3,726
West Leg												
Approach	1,322	123	1,445	245	1,568	1,627	1,893	218	2,111	437	2,329	2,310
Departure	2,126	197	2,323	394	2,520	2,667	1,215	138	1,353	276	1,491	1,473
Total	3,448	320	3,768	640	4,088	4,294	3,108	356	3,464	713	3,820	3,783
Total Approaches												
Approach	3,462	320	3,782	640	4,102	4,308	3,117	356	3,473	713	3,829	3,792
Departure	3,462	320	3,782	640	4,102	4,308	3,117	356	3,473	713	3,829	3,792
Total	6,924	640	7,564	1,279	8,204	8,616	6,233	713	6,946	1,426	7,658	7,584

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
3 Sundance Drive/State Route 74												
NBL	20	0	20	0	20	20	7	0	7	0	7	7
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	63	0	63	0	63	66	21	0	21	0	21	20
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,280	120	1,400	241	1,520	1,589	1,887	221	2,108	442	2,329	2,260
EBR	32	0	32	0	32	32	26	0	26	0	26	26
WBL	63	0	63	0	63	67	18	0	18	0	18	18
WBT	2,078	195	2,273	391	2,468	2,620	1,165	137	1,302	273	1,439	1,433
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	83	0	83	0	83	86	28	0	28	0	28	27
Departure	95	0	95	0	95	99	44	0	44	0	44	44
Total	178	0	178	0	178	185	72	0	72	0	72	71
East Leg												
Approach	2,141	195	2,336	391	2,531	2,687	1,183	137	1,320	273	1,457	1,451
Departure	1,343	120	1,463	241	1,583	1,655	1,908	221	2,129	442	2,350	2,280
Total	3,483	316	3,799	631	4,114	4,342	3,091	358	3,449	716	3,807	3,731
West Leg												
Approach	1,312	120	1,432	241	1,552	1,621	1,913	221	2,134	442	2,355	2,286
Departure	2,098	195	2,293	391	2,488	2,640	1,172	137	1,309	273	1,446	1,440
Total	3,409	316	3,725	631	4,040	4,261	3,085	358	3,443	716	3,801	3,726
Total Approaches												
Approach	3,535	316	3,851	631	4,166	4,394	3,124	358	3,482	716	3,840	3,764
Departure	3,535	316	3,851	631	4,166	4,394	3,124	358	3,482	716	3,840	3,764
Total	7,071	631	7,702	1,263	8,332	8,788	6,248	716	6,964	1,431	7,680	7,528

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
4 Avenida Victoria - Via Cuartel/State Route 74												
NBL	7	0	7	0	7	7	3	0	3	0	3	3
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	28	0	28	0	28	28	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	13	0	13	0	13	13	52	0	52	0	52	52
EBL	1	0	1	0	1	1	31	0	31	0	31	31
EBT	1,349	127	1,476	254	1,603	1,629	1,937	227	2,164	454	2,391	2,200
EBR	25	0	25	0	25	25	49	0	49	0	49	49
WBL	13	0	13	0	13	14	10	0	10	0	10	10
WBT	2,107	198	2,305	396	2,503	2,667	1,129	132	1,261	265	1,393	1,396
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	13	0	13	0	13	13	52	0	52	0	52	52
Departure	1	0	1	0	1	1	31	0	31	0	31	31
Total	14	0	14	0	14	14	83	0	83	0	83	83
South Leg												
Approach	35	0	35	0	35	35	3	0	3	0	3	3
Departure	38	0	38	0	38	39	59	0	59	0	59	59
Total	73	0	73	0	73	74	62	0	62	0	62	62
East Leg												
Approach	2,120	198	2,318	396	2,516	2,681	1,139	132	1,271	265	1,403	1,406
Departure	1,377	127	1,504	254	1,631	1,657	1,937	227	2,164	454	2,391	2,200
Total	3,497	325	3,822	650	4,147	4,338	3,076	359	3,435	719	3,794	3,606
West Leg												
Approach	1,375	127	1,502	254	1,629	1,655	2,017	227	2,244	454	2,471	2,280
Departure	2,127	198	2,325	396	2,523	2,687	1,184	132	1,316	265	1,448	1,451
Total	3,502	325	3,827	650	4,152	4,342	3,201	359	3,560	719	3,919	3,731
Total Approaches												
Approach	3,543	325	3,868	650	4,193	4,384	3,211	359	3,570	719	3,929	3,741
Departure	3,543	325	3,868	650	4,193	4,384	3,211	359	3,570	719	3,929	3,741
Total	7,086	650	7,736	1,300	8,386	8,768	6,421	719	7,140	1,437	7,858	7,482

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
5 Avenida Linda Vista/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	2	0	2	0	2	2	1	0	1	0	1	1
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	16	0	16	0	16	16	12	0	12	0	12	12
EBL	5	0	5	0	5	5	14	0	14	0	14	14
EBT	1,353	127	1,480	254	1,607	1,652	1,918	225	2,143	450	2,368	2,186
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	2,099	197	2,296	395	2,493	2,665	1,139	134	1,273	267	1,407	1,394
WBR	0	0	0	0	0	0	4	0	4	0	4	4
North Leg												
Approach	18	0	18	0	18	18	13	0	13	0	13	13
Departure	5	0	5	0	5	5	18	0	18	0	18	18
Total	23	0	23	0	23	23	31	0	31	0	31	31
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	2,099	197	2,296	395	2,493	2,665	1,143	134	1,277	267	1,411	1,398
Departure	1,355	127	1,482	254	1,609	1,654	1,919	225	2,144	450	2,369	2,187
Total	3,453	325	3,778	649	4,102	4,319	3,063	358	3,421	717	3,780	3,585
West Leg												
Approach	1,358	127	1,485	254	1,612	1,657	1,932	225	2,157	450	2,382	2,200
Departure	2,115	197	2,312	395	2,509	2,681	1,151	134	1,285	267	1,419	1,406
Total	3,472	325	3,797	649	4,121	4,338	3,084	358	3,442	717	3,801	3,606
Total Approaches												
Approach	3,474	325	3,799	649	4,123	4,340	3,089	358	3,447	717	3,806	3,611
Departure	3,474	325	3,799	649	4,123	4,340	3,089	358	3,447	717	3,806	3,611
Total	6,949	649	7,598	1,298	8,246	8,680	6,177	717	6,894	1,434	7,612	7,222

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
6 Calle Entradero/State Route 74												
NBL	35	0	35	0	35	35	30	0	30	0	30	30
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	56	0	56	0	56	58	43	0	43	0	43	39
SBL	4	0	4	0	4	4	11	0	11	0	11	10
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	47	0	47	0	47	47	89	0	89	0	89	89
EBL	13	0	13	0	13	13	17	0	17	0	17	17
EBT	1,294	122	1,416	243	1,538	1,585	1,862	218	2,080	436	2,298	2,079
EBR	56	0	56	0	56	56	91	0	91	0	91	91
WBL	38	0	38	0	38	40	88	0	88	0	88	92
WBT	2,043	192	2,235	384	2,427	2,583	992	116	1,108	232	1,224	1,279
WBR	2	0	2	0	2	2	3	0	3	0	3	3
North Leg												
Approach	51	0	51	0	51	51	100	0	100	0	100	99
Departure	15	0	15	0	15	15	20	0	20	0	20	20
Total	66	0	66	0	66	66	120	0	120	0	120	119
South Leg												
Approach	91	0	91	0	91	93	73	0	73	0	73	69
Departure	94	0	94	0	94	96	179	0	179	0	179	183
Total	185	0	185	0	185	189	252	0	252	0	252	252
East Leg												
Approach	2,083	192	2,275	384	2,467	2,625	1,083	116	1,199	232	1,315	1,374
Departure	1,354	122	1,476	243	1,598	1,647	1,916	218	2,134	436	2,352	2,128
Total	3,437	314	3,751	628	4,065	4,272	2,999	334	3,333	669	3,667	3,502
West Leg												
Approach	1,363	122	1,485	243	1,607	1,654	1,970	218	2,188	436	2,406	2,187
Departure	2,125	192	2,317	384	2,509	2,665	1,111	116	1,227	232	1,343	1,398
Total	3,488	314	3,802	628	4,116	4,319	3,081	334	3,415	669	3,749	3,585
Total Approaches												
Approach	3,588	314	3,902	628	4,216	4,423	3,226	334	3,560	669	3,894	3,729
Departure	3,588	314	3,902	628	4,216	4,423	3,226	334	3,560	669	3,894	3,729
Total	7,176	628	7,804	1,255	8,432	8,846	6,451	669	7,120	1,338	7,788	7,458

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
7 Hunt Club Drive - Via Cordova/State Route 74												
NBL	4	0	4	0	4	4	12	0	12	0	12	12
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	30	0	30	0	30	31	23	0	23	0	23	22
SBL	0	0	0	0	0	0	5	0	5	0	5	5
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	64	0	64	0	64	64	48	0	48	0	48	48
EBL	60	0	60	0	60	60	47	0	47	0	47	47
EBT	1,343	80	1,423	160	1,503	1,565	2,000	51	2,051	102	2,102	2,047
EBR	22	0	22	0	22	22	34	0	34	0	34	34
WBL	3	0	3	0	3	3	12	0	12	0	12	13
WBT	2,081	124	2,205	248	2,329	2,558	1,170	30	1,200	59	1,230	1,314
WBR	12	0	12	0	12	13	10	0	10	0	10	11
North Leg												
Approach	64	0	64	0	64	64	53	0	53	0	53	53
Departure	72	0	72	0	72	73	57	0	57	0	57	58
Total	136	0	136	0	136	137	110	0	110	0	110	111
South Leg												
Approach	34	0	34	0	34	35	35	0	35	0	35	34
Departure	25	0	25	0	25	25	46	0	46	0	46	47
Total	59	0	59	0	59	60	81	0	81	0	81	81
East Leg												
Approach	2,096	124	2,220	248	2,344	2,574	1,192	30	1,222	59	1,252	1,338
Departure	1,373	80	1,453	160	1,533	1,596	2,028	51	2,079	102	2,130	2,074
Total	3,469	204	3,673	409	3,877	4,170	3,220	81	3,301	161	3,382	3,412
West Leg												
Approach	1,425	80	1,505	160	1,585	1,647	2,081	51	2,132	102	2,183	2,128
Departure	2,149	124	2,273	248	2,397	2,626	1,230	30	1,260	59	1,290	1,374
Total	3,574	204	3,778	409	3,982	4,273	3,311	81	3,392	161	3,473	3,502
Total Approaches												
Approach	3,619	204	3,823	409	4,027	4,320	3,361	81	3,442	161	3,523	3,553
Departure	3,619	204	3,823	409	4,027	4,320	3,361	81	3,442	161	3,523	3,553
Total	7,237	409	7,646	817	8,054	8,640	6,723	161	6,884	322	7,046	7,106

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
8 Via Cristal/State Route 74												
NBL	14	0	14	0	14	14	11	0	11	0	11	11
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	25	0	25	0	25	26	24	0	24	0	24	24
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,347	81	1,428	163	1,509	1,566	1,984	50	2,034	101	2,084	2,057
EBR	30	0	30	0	30	30	17	0	17	0	17	17
WBL	10	0	10	0	10	11	28	0	28	0	28	30
WBT	2,050	124	2,174	248	2,298	2,560	1,166	30	1,196	59	1,226	1,326
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	39	0	39	0	39	40	35	0	35	0	35	35
Departure	40	0	40	0	40	41	45	0	45	0	45	47
Total	79	0	79	0	79	81	80	0	80	0	80	82
East Leg												
Approach	2,060	124	2,184	248	2,308	2,571	1,194	30	1,224	59	1,254	1,356
Departure	1,372	81	1,453	163	1,534	1,592	2,008	50	2,058	101	2,108	2,081
Total	3,432	205	3,637	411	3,842	4,163	3,202	80	3,282	160	3,362	3,437
West Leg												
Approach	1,377	81	1,458	163	1,539	1,596	2,001	50	2,051	101	2,101	2,074
Departure	2,064	124	2,188	248	2,312	2,574	1,177	30	1,207	59	1,237	1,337
Total	3,441	205	3,646	411	3,851	4,170	3,178	80	3,258	160	3,338	3,411
Total Approaches												
Approach	3,476	205	3,681	411	3,886	4,207	3,230	80	3,310	160	3,390	3,465
Departure	3,476	205	3,681	411	3,886	4,207	3,230	80	3,310	160	3,390	3,465
Total	6,951	411	7,362	821	7,772	8,414	6,460	160	6,620	320	6,780	6,930

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
9 Strawberry Lane/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	1	0	1	0	1	1
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	3	0	3	0	3	3	0	0	0	0	0	0
EBL	1	0	1	0	1	1	5	0	5	0	5	5
EBT	1,361	82	1,443	164	1,525	1,591	1,978	59	2,037	119	2,096	2,076
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	2	0	2	0	2	2
WBT	2,064	125	2,189	250	2,314	2,568	1,168	35	1,203	70	1,238	1,356
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	3	0	3	0	3	3	1	0	1	0	1	1
Departure	1	0	1	0	1	1	5	0	5	0	5	5
Total	4	0	4	0	4	4	6	0	6	0	6	6
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	2	0	2	0	2	2
Total	0	0	0	0	0	0	2	0	2	0	2	2
East Leg												
Approach	2,064	125	2,189	250	2,314	2,568	1,170	35	1,205	70	1,240	1,358
Departure	1,361	82	1,443	164	1,525	1,591	1,979	59	2,038	119	2,097	2,077
Total	3,425	207	3,632	414	3,839	4,159	3,149	94	3,243	189	3,337	3,435
West Leg												
Approach	1,362	82	1,444	164	1,526	1,592	1,983	59	2,042	119	2,101	2,081
Departure	2,067	125	2,192	250	2,317	2,571	1,168	35	1,203	70	1,238	1,356
Total	3,429	207	3,636	414	3,843	4,163	3,151	94	3,245	189	3,339	3,437
Total Approaches												
Approach	3,429	207	3,636	414	3,843	4,163	3,154	94	3,248	189	3,342	3,440
Departure	3,429	207	3,636	414	3,843	4,163	3,154	94	3,248	189	3,342	3,440
Total	6,858	414	7,272	828	7,686	8,326	6,307	189	6,496	378	6,684	6,880

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
10 Via Errecarte/State Route 74												
NBL	4	0	4	0	4	4	11	0	11	0	11	11
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	24	0	24	0	24	26	31	0	31	0	31	31
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,317	75	1,392	151	1,467	1,564	1,922	58	1,980	115	2,038	2,054
EBR	27	0	27	0	27	27	23	0	23	0	23	23
WBL	9	0	9	0	9	10	29	0	29	0	29	32
WBT	2,046	117	2,163	234	2,280	2,564	1,148	35	1,183	69	1,218	1,347
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	28	0	28	0	28	30	42	0	42	0	42	42
Departure	36	0	36	0	36	37	52	0	52	0	52	55
Total	64	0	64	0	64	67	94	0	94	0	94	97
East Leg												
Approach	2,055	117	2,172	234	2,289	2,574	1,177	35	1,212	69	1,247	1,379
Departure	1,341	75	1,416	151	1,491	1,590	1,953	58	2,011	115	2,069	2,085
Total	3,395	193	3,588	385	3,780	4,164	3,131	92	3,223	184	3,316	3,464
West Leg												
Approach	1,344	75	1,419	151	1,494	1,591	1,945	58	2,003	115	2,061	2,077
Departure	2,050	117	2,167	234	2,284	2,568	1,159	35	1,194	69	1,229	1,358
Total	3,393	193	3,586	385	3,778	4,159	3,105	92	3,197	184	3,290	3,435
Total Approaches												
Approach	3,426	193	3,619	385	3,811	4,195	3,165	92	3,257	184	3,350	3,498
Departure	3,426	193	3,619	385	3,811	4,195	3,165	92	3,257	184	3,350	3,498
Total	6,853	385	7,238	770	7,622	8,390	6,330	184	6,514	369	6,700	6,996

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
11 Shadetree Lane - Avenida Siega/State Route 74												
NBL	10	0	10	0	10	10	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	74	0	74	0	74	79	152	0	152	0	152	158
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	42	0	42	0	42	42	42	0	42	0	42	42
EBL	2	0	2	0	2	2	4	0	4	0	4	4
EBT	1,266	73	1,339	145	1,412	1,511	1,862	44	1,906	89	1,950	2,027
EBR	77	0	77	0	77	77	54	0	54	0	54	54
WBL	52	0	52	0	52	58	155	0	155	0	155	175
WBT	2,017	115	2,132	231	2,247	2,522	1,132	27	1,159	54	1,186	1,337
WBR	2	0	2	0	2	2	0	0	0	0	0	0
North Leg												
Approach	42	0	42	0	42	42	42	0	42	0	42	42
Departure	4	0	4	0	4	4	4	0	4	0	4	4
Total	46	0	46	0	46	46	46	0	46	0	46	46
South Leg												
Approach	84	0	84	0	84	89	152	0	152	0	152	158
Departure	129	0	129	0	129	135	209	0	209	0	209	229
Total	213	0	213	0	213	224	361	0	361	0	361	387
East Leg												
Approach	2,071	115	2,186	231	2,301	2,582	1,287	27	1,314	54	1,341	1,512
Departure	1,340	73	1,413	145	1,486	1,590	2,014	44	2,058	89	2,102	2,185
Total	3,411	188	3,599	376	3,787	4,172	3,301	71	3,372	143	3,443	3,697
West Leg												
Approach	1,345	73	1,418	145	1,491	1,590	1,920	44	1,964	89	2,008	2,085
Departure	2,069	115	2,184	231	2,299	2,574	1,174	27	1,201	54	1,228	1,379
Total	3,414	188	3,602	376	3,790	4,164	3,094	71	3,165	143	3,236	3,464
Total Approaches												
Approach	3,542	188	3,730	376	3,918	4,303	3,401	71	3,472	143	3,543	3,797
Departure	3,542	188	3,730	376	3,918	4,303	3,401	71	3,472	143	3,543	3,797
Total	7,084	376	7,460	752	7,836	8,606	6,801	143	6,944	286	7,086	7,594

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
12 Reata Road/State Route 74												
NBL	2	0	2	0	2	2	2	0	2	0	2	2
NBT	3	0	3	0	3	3	0	0	0	0	0	0
NBR	0	0	0	0	0	0	4	0	4	0	4	4
SBL	32	0	32	0	32	34	39	0	39	0	39	41
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	284	0	284	0	284	284	134	0	134	0	134	134
EBL	74	0	74	0	74	74	188	0	188	0	188	188
EBT	1,267	73	1,340	145	1,413	1,513	1,810	43	1,853	86	1,896	1,994
EBR	3	0	3	0	3	3	3	0	3	0	3	3
WBL	4	0	4	0	4	5	10	0	10	0	10	12
WBT	1,744	100	1,844	200	1,944	2,297	1,087	26	1,113	52	1,139	1,376
WBR	32	0	32	0	32	38	39	0	39	0	39	47
North Leg												
Approach	316	0	316	0	316	318	173	0	173	0	173	175
Departure	109	0	109	0	109	115	227	0	227	0	227	235
Total	425	0	425	0	425	433	400	0	400	0	400	410
South Leg												
Approach	5	0	5	0	5	5	6	0	6	0	6	6
Departure	7	0	7	0	7	8	13	0	13	0	13	15
Total	12	0	12	0	12	13	19	0	19	0	19	21
East Leg												
Approach	1,780	100	1,880	200	1,980	2,340	1,136	26	1,162	52	1,188	1,435
Departure	1,299	73	1,372	145	1,445	1,547	1,853	43	1,896	86	1,939	2,039
Total	3,080	172	3,252	345	3,425	3,887	2,989	69	3,058	138	3,127	3,474
West Leg												
Approach	1,344	73	1,417	145	1,490	1,590	2,001	43	2,044	86	2,087	2,185
Departure	2,030	100	2,130	200	2,230	2,583	1,223	26	1,249	52	1,275	1,512
Total	3,375	172	3,547	345	3,720	4,173	3,224	69	3,293	138	3,362	3,697
Total Approaches												
Approach	3,446	172	3,618	345	3,791	4,253	3,316	69	3,385	138	3,454	3,801
Departure	3,446	172	3,618	345	3,791	4,253	3,316	69	3,385	138	3,454	3,801
Total	6,891	345	7,236	690	7,582	8,506	6,632	138	6,770	276	6,908	7,602

Table B-4 - 2045 No Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
13 Antonio Parkway - La Pata Avenue/State Route 74												
NBL	425	24	449	48	473	473	307	5	312	10	317	317
NBT	759	14	773	28	787	787	960	20	980	41	1,000	1,000
NBR	32	23	55	47	78	78	184	10	194	20	204	204
SBL	261	27	288	54	315	315	671	5	676	10	681	681
SBT	1,232	7	1,239	14	1,246	1,246	775	16	791	32	807	807
SBR	821	22	843	45	865	865	607	12	619	23	631	631
EBL	601	48	649	96	697	697	756	1	757	3	758	758
EBT	261	63	324	127	387	387	992	23	1,015	46	1,038	1,038
EBR	405	29	434	59	463	463	225	9	234	19	243	243
WBL	226	17	243	33	260	260	121	0	121	0	121	121
WBT	836	83	919	166	1,002	1,002	445	21	466	41	487	487
WBR	689	25	714	49	739	739	307	6	313	11	319	319
North Leg												
Approach	2,314	56	2,370	112	2,426	2,426	2,053	33	2,086	65	2,119	2,119
Departure	2,049	87	2,136	173	2,223	2,223	2,022	28	2,050	55	2,077	2,077
Total	4,363	143	4,506	286	4,649	4,649	4,076	60	4,136	120	4,196	4,196
South Leg												
Approach	1,215	62	1,277	123	1,338	1,338	1,450	36	1,486	71	1,521	1,521
Departure	1,863	53	1,916	105	1,969	1,969	1,120	26	1,146	51	1,171	1,171
Total	3,079	114	3,193	229	3,307	3,307	2,571	61	2,632	122	2,692	2,692
East Leg												
Approach	1,752	124	1,876	248	2,001	2,001	874	26	900	53	927	927
Departure	553	114	667	228	780	780	1,847	38	1,885	76	1,923	1,923
Total	2,305	238	2,543	476	2,781	2,781	2,721	64	2,785	129	2,850	2,850
West Leg												
Approach	1,266	141	1,407	282	1,547	1,547	1,972	34	2,006	68	2,039	2,039
Departure	2,082	129	2,211	259	2,340	2,340	1,359	38	1,397	75	1,435	1,435
Total	3,348	270	3,618	540	3,887	3,887	3,331	72	3,403	143	3,474	3,474
Total Approaches												
Approach	6,547	383	6,930	765	7,312	7,312	6,349	129	6,478	257	6,606	6,606
Departure	6,547	383	6,930	765	7,312	7,312	6,349	129	6,478	257	6,606	6,606
Total	13,095	765	13,860	1,530	14,624	14,624	12,699	257	12,956	515	13,212	13,212

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
1 La Novia Avenue/State Route 74												
NBL	416	0	416	0	416	416	336	0	336	0	336	336
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	242	0	242	0	242	258	264	0	264	0	264	264
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,340	126	1,466	252	1,592	1,699	2,100	246	2,346	492	2,592	2,590
EBR	292	0	292	0	292	292	185	0	185	0	185	185
WBL	308	0	308	0	308	331	180	0	180	0	180	168
WBT	2,224	209	2,433	418	2,642	2,837	1,406	165	1,571	330	1,736	1,623
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	658	0	658	0	658	674	600	0	600	0	600	600
Departure	600	0	600	0	600	623	365	0	365	0	365	353
Total	1,258	0	1,258	0	1,258	1,297	965	0	965	0	965	953
East Leg												
Approach	2,532	209	2,741	418	2,950	3,168	1,586	165	1,751	330	1,916	1,791
Departure	1,582	126	1,708	252	1,834	1,957	2,364	246	2,610	492	2,856	2,854
Total	4,114	335	4,449	670	4,784	5,125	3,950	411	4,361	822	4,772	4,645
West Leg												
Approach	1,632	126	1,758	252	1,884	1,991	2,285	246	2,531	492	2,777	2,775
Departure	2,640	209	2,849	418	3,058	3,253	1,742	165	1,907	330	2,072	1,959
Total	4,272	335	4,607	670	4,942	5,244	4,027	411	4,438	822	4,849	4,734
Total Approaches												
Approach	4,822	335	5,157	670	5,492	5,833	4,471	411	4,882	822	5,293	5,166
Departure	4,822	335	5,157	670	5,492	5,833	4,471	411	4,882	822	5,293	5,166
Total	9,644	670	10,314	1,341	10,984	11,666	8,942	822	9,764	1,644	10,586	10,332

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
2 Belford Drive/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	11	0	11	0	11	12	6	0	6	0	6	6
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	31	0	31	0	31	31	37	0	37	0	37	37
EBL	17	0	17	0	17	17	30	0	30	0	30	30
EBT	1,517	143	1,660	285	1,803	1,940	2,274	266	2,540	533	2,806	2,824
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	2,559	241	2,800	481	3,041	3,137	1,412	165	1,577	331	1,742	1,754
WBR	3	0	3	0	3	3	3	0	3	0	3	3
North Leg												
Approach	42	0	42	0	42	43	43	0	43	0	43	43
Departure	20	0	20	0	20	20	33	0	33	0	33	33
Total	62	0	62	0	62	63	76	0	76	0	76	76
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	2,562	241	2,803	481	3,044	3,140	1,415	165	1,580	331	1,745	1,757
Departure	1,528	143	1,671	285	1,814	1,952	2,280	266	2,546	533	2,812	2,830
Total	4,091	383	4,474	767	4,858	5,092	3,694	432	4,126	864	4,557	4,587
West Leg												
Approach	1,534	143	1,677	285	1,820	1,957	2,304	266	2,570	533	2,836	2,854
Departure	2,590	241	2,831	481	3,072	3,168	1,449	165	1,614	331	1,779	1,791
Total	4,125	383	4,508	767	4,892	5,125	3,752	432	4,184	864	4,615	4,645
Total Approaches												
Approach	4,139	383	4,522	767	4,906	5,140	3,761	432	4,193	864	4,624	4,654
Departure	4,139	383	4,522	767	4,906	5,140	3,761	432	4,193	864	4,624	4,654
Total	8,277	767	9,044	1,533	9,812	10,280	7,522	864	8,386	1,728	9,248	9,308

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
3 Sundance Drive/State Route 74												
NBL	21	0	21	0	21	21	8	0	8	0	8	8
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	66	0	66	0	66	71	22	0	22	0	22	22
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,491	140	1,631	280	1,771	1,919	2,304	270	2,574	540	2,844	2,804
EBR	33	0	33	0	33	33	26	0	26	0	26	26
WBL	66	0	66	0	66	68	19	0	19	0	19	19
WBT	2,553	240	2,793	480	3,033	3,119	1,400	164	1,564	328	1,728	1,749
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	87	0	87	0	87	92	30	0	30	0	30	30
Departure	99	0	99	0	99	101	45	0	45	0	45	45
Total	186	0	186	0	186	193	75	0	75	0	75	75
East Leg												
Approach	2,619	240	2,859	480	3,099	3,187	1,419	164	1,583	328	1,747	1,768
Departure	1,557	140	1,697	280	1,837	1,990	2,326	270	2,596	540	2,866	2,826
Total	4,176	380	4,556	761	4,936	5,177	3,745	434	4,179	868	4,613	4,594
West Leg												
Approach	1,524	140	1,664	280	1,804	1,952	2,330	270	2,600	540	2,870	2,830
Departure	2,574	240	2,814	480	3,054	3,140	1,408	164	1,572	328	1,736	1,757
Total	4,098	380	4,478	761	4,858	5,092	3,738	434	4,172	868	4,606	4,587
Total Approaches												
Approach	4,230	380	4,610	761	4,990	5,231	3,779	434	4,213	868	4,647	4,628
Departure	4,230	380	4,610	761	4,990	5,231	3,779	434	4,213	868	4,647	4,628
Total	8,459	761	9,220	1,521	9,980	10,462	7,558	868	8,426	1,737	9,294	9,256

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
4 Avenida Victoria - Via Cuartel/State Route 74												
NBL	7	0	7	0	7	7	4	0	4	0	4	4
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	29	0	29	0	29	31	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	13	0	13	0	13	13	56	0	56	0	56	56
EBL	1	0	1	0	1	1	32	0	32	0	32	32
EBT	1,564	147	1,711	294	1,858	1,963	2,361	277	2,638	554	2,915	2,743
EBR	26	0	26	0	26	26	51	0	51	0	51	51
WBL	14	0	14	0	14	14	11	0	11	0	11	11
WBT	2,598	244	2,842	489	3,086	3,167	1,364	160	1,524	320	1,684	1,708
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	13	0	13	0	13	13	56	0	56	0	56	56
Departure	1	0	1	0	1	1	32	0	32	0	32	32
Total	14	0	14	0	14	14	88	0	88	0	88	88
South Leg												
Approach	36	0	36	0	36	38	4	0	4	0	4	4
Departure	40	0	40	0	40	40	62	0	62	0	62	62
Total	76	0	76	0	76	78	66	0	66	0	66	66
East Leg												
Approach	2,612	244	2,856	489	3,100	3,181	1,375	160	1,535	320	1,695	1,719
Departure	1,593	147	1,740	294	1,887	1,994	2,361	277	2,638	554	2,915	2,743
Total	4,205	391	4,596	783	4,987	5,175	3,736	437	4,173	873	4,610	4,462
West Leg												
Approach	1,591	147	1,738	294	1,885	1,990	2,444	277	2,721	554	2,998	2,826
Departure	2,618	244	2,862	489	3,106	3,187	1,424	160	1,584	320	1,744	1,768
Total	4,209	391	4,600	783	4,991	5,177	3,868	437	4,305	873	4,742	4,594
Total Approaches												
Approach	4,252	391	4,643	783	5,034	5,222	3,879	437	4,316	873	4,753	4,605
Departure	4,252	391	4,643	783	5,034	5,222	3,879	437	4,316	873	4,753	4,605
Total	8,503	783	9,286	1,565	10,068	10,444	7,759	873	8,632	1,747	9,506	9,210

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
5 Avenida Linda Vista/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	2	0	2	0	2	2	1	0	1	0	1	1
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	16	0	16	0	16	16	12	0	12	0	12	12
EBL	5	0	5	0	5	5	14	0	14	0	14	14
EBT	1,573	148	1,721	296	1,869	1,989	2,347	275	2,622	550	2,897	2,729
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	2,605	245	2,850	490	3,095	3,165	1,384	162	1,546	324	1,708	1,707
WBR	0	0	0	0	0	0	4	0	4	0	4	4
North Leg												
Approach	18	0	18	0	18	18	13	0	13	0	13	13
Departure	5	0	5	0	5	5	18	0	18	0	18	18
Total	23	0	23	0	23	23	31	0	31	0	31	31
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	2,605	245	2,850	490	3,095	3,165	1,388	162	1,550	324	1,712	1,711
Departure	1,575	148	1,723	296	1,871	1,991	2,348	275	2,623	550	2,898	2,730
Total	4,180	393	4,573	786	4,966	5,156	3,736	437	4,173	875	4,610	4,441
West Leg												
Approach	1,578	148	1,726	296	1,874	1,994	2,361	275	2,636	550	2,911	2,743
Departure	2,621	245	2,866	490	3,111	3,181	1,396	162	1,558	324	1,720	1,719
Total	4,199	393	4,592	786	4,985	5,175	3,757	437	4,194	875	4,631	4,462
Total Approaches												
Approach	4,201	393	4,594	786	4,987	5,177	3,762	437	4,199	875	4,636	4,467
Departure	4,201	393	4,594	786	4,987	5,177	3,762	437	4,199	875	4,636	4,467
Total	8,402	786	9,188	1,572	9,974	10,354	7,523	875	8,398	1,749	9,272	8,934

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
6 Calle Entradero/State Route 74												
NBL	36	0	36	0	36	36	32	0	32	0	32	32
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	59	0	59	0	59	63	44	0	44	0	44	41
SBL	5	0	5	0	5	5	11	0	11	0	11	10
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	47	0	47	0	47	47	94	0	94	0	94	94
EBL	13	0	13	0	13	13	17	0	17	0	17	17
EBT	1,513	142	1,655	285	1,797	1,918	2,290	268	2,558	537	2,826	2,619
EBR	60	0	60	0	60	60	94	0	94	0	94	94
WBL	39	0	39	0	39	40	93	0	93	0	93	97
WBT	2,558	241	2,799	481	3,040	3,082	1,230	144	1,374	288	1,518	1,585
WBR	2	0	2	0	2	2	4	0	4	0	4	4
North Leg												
Approach	52	0	52	0	52	52	105	0	105	0	105	104
Departure	15	0	15	0	15	15	21	0	21	0	21	21
Total	67	0	67	0	67	67	126	0	126	0	126	125
South Leg												
Approach	95	0	95	0	95	99	76	0	76	0	76	73
Departure	99	0	99	0	99	100	187	0	187	0	187	191
Total	194	0	194	0	194	199	263	0	263	0	263	264
East Leg												
Approach	2,599	241	2,840	481	3,081	3,124	1,327	144	1,471	288	1,615	1,686
Departure	1,577	142	1,719	285	1,861	1,986	2,345	268	2,613	537	2,881	2,670
Total	4,176	383	4,559	766	4,942	5,110	3,671	413	4,084	825	4,496	4,356
West Leg												
Approach	1,586	142	1,728	285	1,870	1,991	2,401	268	2,669	537	2,937	2,730
Departure	2,641	241	2,882	481	3,123	3,165	1,356	144	1,500	288	1,644	1,711
Total	4,227	383	4,610	766	4,993	5,156	3,756	413	4,169	825	4,581	4,441
Total Approaches												
Approach	4,332	383	4,715	766	5,098	5,266	3,908	413	4,321	825	4,733	4,593
Departure	4,332	383	4,715	766	5,098	5,266	3,908	413	4,321	825	4,733	4,593
Total	8,664	766	9,430	1,531	10,196	10,532	7,817	825	8,642	1,650	9,466	9,186

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
7 Hunt Club Drive - Via Cordova/State Route 74												
NBL	3	0	3	0	3	3	8	0	8	0	8	8
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	35	0	35	0	35	36	27	0	27	0	27	26
SBL	0	0	0	0	0	0	8	0	8	0	8	8
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	63	0	63	0	63	63	44	0	44	0	44	44
EBL	55	0	55	0	55	55	42	0	42	0	42	42
EBT	1,646	98	1,744	196	1,842	1,910	2,545	65	2,610	129	2,675	2,600
EBR	21	0	21	0	21	21	28	0	28	0	28	28
WBL	5	0	5	0	5	5	19	0	19	0	19	20
WBT	2,635	157	2,792	315	2,949	3,058	1,448	37	1,485	74	1,522	1,634
WBR	17	0	17	0	17	18	16	0	16	0	16	17
North Leg												
Approach	63	0	63	0	63	63	52	0	52	0	52	52
Departure	72	0	72	0	72	73	58	0	58	0	58	59
Total	135	0	135	0	135	136	110	0	110	0	110	111
South Leg												
Approach	38	0	38	0	38	39	35	0	35	0	35	34
Departure	26	0	26	0	26	26	47	0	47	0	47	48
Total	64	0	64	0	64	65	82	0	82	0	82	82
East Leg												
Approach	2,657	157	2,814	315	2,971	3,081	1,483	37	1,520	74	1,557	1,671
Departure	1,681	98	1,779	196	1,877	1,946	2,580	65	2,645	129	2,710	2,634
Total	4,338	255	4,593	511	4,848	5,027	4,064	101	4,165	203	4,267	4,305
West Leg												
Approach	1,722	98	1,820	196	1,918	1,986	2,615	65	2,680	129	2,745	2,670
Departure	2,701	157	2,858	315	3,015	3,124	1,500	37	1,537	74	1,574	1,686
Total	4,423	255	4,678	511	4,933	5,110	4,116	101	4,217	203	4,319	4,356
Total Approaches												
Approach	4,480	255	4,735	511	4,990	5,169	4,186	101	4,287	203	4,389	4,427
Departure	4,480	255	4,735	511	4,990	5,169	4,186	101	4,287	203	4,389	4,427
Total	8,959	511	9,470	1,022	9,980	10,338	8,371	203	8,574	406	8,778	8,854

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
8 Via Cristal/State Route 74												
NBL	15	0	15	0	15	15	12	0	12	0	12	12
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	26	0	26	0	26	27	25	0	25	0	25	24
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,654	100	1,754	200	1,854	1,915	2,574	65	2,639	131	2,704	2,617
EBR	31	0	31	0	31	31	17	0	17	0	17	17
WBL	10	0	10	0	10	10	30	0	30	0	30	31
WBT	2,674	162	2,836	323	2,998	3,066	1,521	39	1,560	77	1,599	1,660
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	41	0	41	0	41	42	37	0	37	0	37	36
Departure	41	0	41	0	41	41	47	0	47	0	47	48
Total	82	0	82	0	82	83	84	0	84	0	84	84
East Leg												
Approach	2,684	162	2,846	323	3,008	3,076	1,551	39	1,590	77	1,629	1,691
Departure	1,680	100	1,780	200	1,880	1,942	2,599	65	2,664	131	2,729	2,641
Total	4,364	262	4,626	523	4,888	5,018	4,150	104	4,254	208	4,358	4,332
West Leg												
Approach	1,685	100	1,785	200	1,885	1,946	2,591	65	2,656	131	2,721	2,634
Departure	2,689	162	2,851	323	3,013	3,081	1,533	39	1,572	77	1,611	1,672
Total	4,374	262	4,636	523	4,898	5,027	4,124	104	4,228	208	4,332	4,306
Total Approaches												
Approach	4,410	262	4,672	523	4,934	5,064	4,179	104	4,283	208	4,387	4,361
Departure	4,410	262	4,672	523	4,934	5,064	4,179	104	4,283	208	4,387	4,361
Total	8,821	523	9,344	1,046	9,868	10,128	8,358	208	8,566	416	8,774	8,722

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
9 Strawberry Lane/State Route 74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	1	0	1	0	1	1
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	3	0	3	0	3	3	0	0	0	0	0	0
EBL	1	0	1	0	1	1	5	0	5	0	5	5
EBT	1,672	101	1,773	202	1,874	1,941	2,586	78	2,664	155	2,742	2,636
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	2	0	2	0	2	2
WBT	2,690	163	2,853	325	3,016	3,073	1,522	46	1,568	91	1,614	1,691
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	3	0	3	0	3	3	1	0	1	0	1	1
Departure	1	0	1	0	1	1	5	0	5	0	5	5
Total	4	0	4	0	4	4	6	0	6	0	6	6
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	2	0	2	0	2	2
Total	0	0	0	0	0	0	2	0	2	0	2	2
East Leg												
Approach	2,690	163	2,853	325	3,016	3,073	1,524	46	1,570	91	1,616	1,693
Departure	1,672	101	1,773	202	1,874	1,941	2,587	78	2,665	155	2,743	2,637
Total	4,362	264	4,626	527	4,890	5,014	4,112	123	4,235	247	4,359	4,330
West Leg												
Approach	1,673	101	1,774	202	1,875	1,942	2,591	78	2,669	155	2,747	2,641
Departure	2,693	163	2,856	325	3,019	3,076	1,522	46	1,568	91	1,614	1,691
Total	4,366	264	4,630	527	4,894	5,018	4,114	123	4,237	247	4,361	4,332
Total Approaches												
Approach	4,366	264	4,630	527	4,894	5,018	4,117	123	4,240	247	4,364	4,335
Departure	4,366	264	4,630	527	4,894	5,018	4,117	123	4,240	247	4,364	4,335
Total	8,733	527	9,260	1,055	9,788	10,036	8,233	247	8,480	494	8,728	8,670

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
10 Via Errecarte/State Route 74												
NBL	4	0	4	0	4	4	12	0	12	0	12	12
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	26	0	26	0	26	27	32	0	32	0	32	31
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,629	93	1,722	187	1,815	1,912	2,547	76	2,623	153	2,699	2,615
EBR	29	0	29	0	29	29	22	0	22	0	22	22
WBL	9	0	9	0	9	9	32	0	32	0	32	34
WBT	2,671	153	2,824	306	2,977	3,069	1,501	45	1,546	90	1,591	1,681
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	30	0	30	0	30	31	44	0	44	0	44	43
Departure	38	0	38	0	38	38	54	0	54	0	54	56
Total	68	0	68	0	68	69	98	0	98	0	98	99
East Leg												
Approach	2,680	153	2,833	306	2,986	3,078	1,533	45	1,578	90	1,623	1,715
Departure	1,655	93	1,748	187	1,841	1,939	2,579	76	2,655	153	2,731	2,646
Total	4,335	246	4,581	493	4,827	5,017	4,111	122	4,233	243	4,354	4,361
West Leg												
Approach	1,658	93	1,751	187	1,844	1,941	2,569	76	2,645	153	2,721	2,637
Departure	2,675	153	2,828	306	2,981	3,073	1,513	45	1,558	90	1,603	1,693
Total	4,333	246	4,579	493	4,825	5,014	4,081	122	4,203	243	4,324	4,330
Total Approaches												
Approach	4,368	246	4,614	493	4,860	5,050	4,145	122	4,267	243	4,388	4,395
Departure	4,368	246	4,614	493	4,860	5,050	4,145	122	4,267	243	4,388	4,395
Total	8,735	493	9,228	985	9,720	10,100	8,291	243	8,534	486	8,776	8,790

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
11 Shadetree Lane - Avenida Siega/State Route 74												
NBL	11	0	11	0	11	11	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	77	0	77	0	77	81	160	0	160	0	160	158
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	44	0	44	0	44	44	45	0	45	0	45	45
EBL	2	0	2	0	2	2	4	0	4	0	4	4
EBT	1,579	90	1,669	181	1,759	1,855	2,508	60	2,568	120	2,628	2,592
EBR	82	0	82	0	82	82	50	0	50	0	50	50
WBL	53	0	53	0	53	54	170	0	170	0	170	183
WBT	2,641	151	2,792	302	2,943	3,023	1,486	35	1,521	71	1,556	1,670
WBR	2	0	2	0	2	2	0	0	0	0	0	0
North Leg												
Approach	44	0	44	0	44	44	45	0	45	0	45	45
Departure	4	0	4	0	4	4	4	0	4	0	4	4
Total	48	0	48	0	48	48	49	0	49	0	49	49
South Leg												
Approach	88	0	88	0	88	92	160	0	160	0	160	158
Departure	135	0	135	0	135	136	220	0	220	0	220	233
Total	223	0	223	0	223	228	380	0	380	0	380	391
East Leg												
Approach	2,696	151	2,847	302	2,998	3,079	1,656	35	1,691	71	1,726	1,853
Departure	1,656	90	1,746	181	1,836	1,936	2,668	60	2,728	120	2,788	2,750
Total	4,351	242	4,593	483	4,834	5,015	4,324	95	4,419	191	4,514	4,603
West Leg												
Approach	1,663	90	1,753	181	1,843	1,939	2,562	60	2,622	120	2,682	2,646
Departure	2,696	151	2,847	302	2,998	3,078	1,531	35	1,566	71	1,601	1,715
Total	4,358	242	4,600	483	4,841	5,017	4,093	95	4,188	191	4,283	4,361
Total Approaches												
Approach	4,490	242	4,732	483	4,973	5,154	4,423	95	4,518	191	4,613	4,702
Departure	4,490	242	4,732	483	4,973	5,154	4,423	95	4,518	191	4,613	4,702
Total	8,981	483	9,464	967	9,946	10,308	8,845	191	9,036	381	9,226	9,404

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
12 Reata Road/State Route 74												
NBL	2	0	2	0	2	2	2	0	2	0	2	2
NBT	3	0	3	0	3	3	0	0	0	0	0	0
NBR	0	0	0	0	0	0	4	0	4	0	4	4
SBL	37	0	37	0	37	39	39	0	39	0	39	39
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	367	0	367	0	367	367	153	0	153	0	153	153
EBL	83	0	83	0	83	83	240	0	240	0	240	240
EBT	1,567	90	1,657	180	1,747	1,850	2,393	57	2,450	114	2,507	2,507
EBR	3	0	3	0	3	3	3	0	3	0	3	3
WBL	4	0	4	0	4	4	10	0	10	0	10	11
WBT	2,272	130	2,402	260	2,532	2,711	1,422	34	1,456	68	1,490	1,698
WBR	32	0	32	0	32	34	48	0	48	0	48	55
North Leg												
Approach	404	0	404	0	404	406	192	0	192	0	192	192
Departure	118	0	118	0	118	120	288	0	288	0	288	295
Total	522	0	522	0	522	526	480	0	480	0	480	487
South Leg												
Approach	5	0	5	0	5	5	6	0	6	0	6	6
Departure	7	0	7	0	7	7	13	0	13	0	13	14
Total	12	0	12	0	12	12	19	0	19	0	19	20
East Leg												
Approach	2,308	130	2,438	260	2,568	2,749	1,480	34	1,514	68	1,548	1,764
Departure	1,604	90	1,694	180	1,784	1,889	2,436	57	2,493	114	2,550	2,550
Total	3,912	220	4,132	440	4,352	4,638	3,916	91	4,007	182	4,098	4,314
West Leg												
Approach	1,653	90	1,743	180	1,833	1,936	2,636	57	2,693	114	2,750	2,750
Departure	2,641	130	2,771	260	2,901	3,080	1,577	34	1,611	68	1,645	1,853
Total	4,294	220	4,514	440	4,734	5,016	4,213	91	4,304	182	4,395	4,603
Total Approaches												
Approach	4,370	220	4,590	440	4,810	5,096	4,314	91	4,405	182	4,496	4,712
Departure	4,370	220	4,590	440	4,810	5,096	4,314	91	4,405	182	4,496	4,712
Total	8,740	440	9,180	880	9,620	10,192	8,628	182	8,810	364	8,992	9,424

Table B-5 - 2045 Build Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour						
	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes	Passenger Vehicles	Trucks	Total Volume	Truck PCE	Total PCE Volume	Balanced Total PCE Volumes
13 Antonio Parkway - La Pata Avenue/State Route 74												
NBL	407	23	430	46	453	453	367	6	373	12	379	379
NBT	716	13	729	27	742	742	940	20	960	40	980	980
NBR	28	20	48	41	68	68	167	9	176	18	185	185
SBL	252	26	278	52	304	304	631	5	636	9	641	641
SBT	1,175	7	1,182	13	1,189	1,189	775	16	791	32	807	807
SBR	1,134	31	1,165	62	1,196	1,196	787	15	802	30	817	817
EBL	777	62	839	124	901	901	1,055	2	1,057	4	1,059	1,113
EBT	305	74	379	149	453	453	1,075	25	1,100	50	1,125	1,182
EBR	467	34	501	68	535	535	225	9	234	19	243	255
WBL	190	14	204	28	218	218	114	0	114	0	114	114
WBT	919	91	1,010	182	1,101	1,101	520	24	544	48	568	568
WBR	637	23	660	45	683	683	294	5	299	11	304	304
North Leg												
Approach	2,562	63	2,625	127	2,689	2,689	2,193	36	2,229	72	2,265	2,265
Departure	2,130	98	2,228	196	2,326	2,326	2,288	28	2,316	55	2,343	2,397
Total	4,692	161	4,853	323	5,015	5,015	4,482	63	4,545	127	4,608	4,662
South Leg												
Approach	1,150	57	1,207	114	1,263	1,263	1,474	35	1,509	71	1,544	1,544
Departure	1,833	54	1,887	109	1,942	1,942	1,113	26	1,139	51	1,164	1,176
Total	2,983	111	3,094	222	3,205	3,205	2,587	61	2,648	122	2,708	2,720
East Leg												
Approach	1,746	128	1,874	255	2,002	2,002	927	30	957	59	986	986
Departure	584	121	705	242	825	825	1,873	39	1,912	78	1,951	2,008
Total	2,330	249	2,579	497	2,827	2,827	2,801	68	2,869	137	2,937	2,994
West Leg												
Approach	1,549	170	1,719	340	1,889	1,889	2,354	37	2,391	73	2,427	2,550
Departure	2,460	145	2,605	290	2,750	2,750	1,674	45	1,719	91	1,764	1,764
Total	4,009	315	4,324	630	4,639	4,639	4,028	82	4,110	164	4,191	4,314
Total Approaches												
Approach	7,007	418	7,425	836	7,843	7,843	6,949	137	7,086	275	7,222	7,345
Departure	7,007	418	7,425	836	7,843	7,843	6,949	137	7,086	275	7,222	7,345
Total	14,014	836	14,850	1,672	15,686	15,686	13,897	275	14,172	549	14,444	14,690

This page intentionally left blank

Appendix C. Intersection LOS Worksheets

This page intentionally left blank

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 Exist NB AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (veh/h)	1159	238	223	1747	396	249
Future Volume (veh/h)	1159	238	223	1747	396	249
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	1317	270	253	1985	450	283
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1676	746	204	2202	714	327
Arrive On Green	0.52	0.52	0.13	0.68	0.23	0.23
Sat Flow, veh/h	3315	1438	1619	3315	3141	1441
Grp Volume(v), veh/h	1317	270	253	1985	450	283
Grp Sat Flow(s),veh/h/ln	1615	1438	1619	1615	1570	1441
Q Serve(g_s), s	33.1	11.1	12.6	50.7	12.9	18.9
Cycle Q Clear(g_c), s	33.1	11.1	12.6	50.7	12.9	18.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1676	746	204	2202	714	327
V/C Ratio(X)	0.79	0.36	1.24	0.90	0.63	0.86
Avail Cap(c_a), veh/h	1676	746	204	2202	911	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	14.3	43.7	13.1	34.8	37.2
Incr Delay (d2), s/veh	3.8	1.4	142.6	6.5	0.9	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	3.6	13.0	16.2	4.9	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	15.6	186.3	19.7	35.8	51.2
LnGrp LOS	C	B	F	B	D	D
Approach Vol, veh/h	1587			2238	733	
Approach Delay, s/veh	22.0			38.5	41.7	
Approach LOS	C			D	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.3	56.9			73.2	26.8
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	12.6	45.6			61.9	29.0
Max Q Clear Time (g_c+I1), s	14.6	35.1			52.7	20.9
Green Ext Time (p_c), s	0.0	6.8			7.7	1.8
Intersection Summary						
HCM 6th Ctrl Delay			33.3			
HCM 6th LOS			C			

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	14	1394	1942	3	10	28
Future Vol, veh/h	14	1394	1942	3	10	28
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	1467	2044	3	11	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2048	0	-	0	2811 1025
Stage 1	-	-	-	-	2047 -
Stage 2	-	-	-	-	764 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	278	-	-	-	*~ 10 236
Stage 1	-	-	-	-	*88 -
Stage 2	-	-	-	-	*498 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	278	-	-	-	*~ 9 236
Mov Cap-2 Maneuver	-	-	-	-	*~ 9 -
Stage 1	-	-	-	-	*83 -
Stage 2	-	-	-	-	*498 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	\$ 454.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	278	-	-	-	31
HCM Lane V/C Ratio	0.053	-	-	-	1.29
HCM Control Delay (s)	18.7	-	-	-	\$ 454.2
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	4.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	1394	10	27	1940	5	19
Future Vol, veh/h	1394	10	27	1940	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1483	11	29	2064	5	20

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1494	0	2579
Stage 1	-	-	-	-	1489
Stage 2	-	-	-	-	1090
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	*793	-	*21
Stage 1	-	-	-	-	*498
Stage 2	-	-	-	-	*288
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*793	-	*20
Mov Cap-2 Maneuver	-	-	-	-	*20
Stage 1	-	-	-	-	*480
Stage 2	-	-	-	-	*288

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	65.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	84	-	-	* 793	-
HCM Lane V/C Ratio	0.304	-	-	0.036	-
HCM Control Delay (s)	65.6	-	-	9.7	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	1	1405	7	4	1955	0	2	0	8	0	0	10
Future Vol, veh/h	1	1405	7	4	1955	0	2	0	8	0	0	10
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1479	7	4	2058	0	2	0	8	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2059	0	0	1487	0	0	2523	3553	744	2809	3556	1030
Stage 1	-	-	-	-	-	-	1486	1486	-	2067	2067	-
Stage 2	-	-	-	-	-	-	1037	2067	-	742	1489	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	276	-	-	*747	-	-	*18	*1	*498	*6	*1	234
Stage 1	-	-	-	-	-	-	*469	*411	-	*57	*98	-
Stage 2	-	-	-	-	-	-	*251	*98	-	*469	*411	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	276	-	-	*746	-	-	*17	*1	*497	*6	*1	234
Mov Cap-2 Maneuver	-	-	-	-	-	-	*17	*1	-	*6	*1	-
Stage 1	-	-	-	-	-	-	*467	*409	-	*57	*97	-
Stage 2	-	-	-	-	-	-	*238	*97	-	*460	*409	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	60.7	21.1
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	75	276	-	-	*746	-	-	234
HCM Lane V/C Ratio	0.14	0.004	-	-	0.006	-	-	0.045
HCM Control Delay (s)	60.7	18.1	-	-	9.9	-	-	21.1
HCM Lane LOS	F	C	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	4	1409	1944	0	2	15
Future Vol, veh/h	4	1409	1944	0	2	15
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	1515	2090	0	2	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2091	0	-	0	2857 1046
Stage 1	-	-	-	-	2091 -
Stage 2	-	-	-	-	766 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	268	-	-	-	*8 228
Stage 1	-	-	-	-	*83 -
Stage 2	-	-	-	-	*469 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	268	-	-	-	*8 228
Mov Cap-2 Maneuver	-	-	-	-	*65 -
Stage 1	-	-	-	-	*82 -
Stage 2	-	-	-	-	*469 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	27.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	268	-	-	-	176
HCM Lane V/C Ratio	0.016	-	-	-	0.104
HCM Control Delay (s)	18.7	-	-	-	27.8
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	11	1384	16	12	1892	2	10	0	16	4	0	42
Future Vol, veh/h	11	1384	16	12	1892	2	10	0	16	4	0	42
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	1488	17	13	2034	2	11	0	17	4	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2037	0	0	1507	0	0	2566	3586	755	2830	3593	1019
Stage 1	-	-	-	-	-	-	1523	1523	-	2062	2062	-
Stage 2	-	-	-	-	-	-	1043	2063	-	768	1531	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	281	-	-	450	-	-	13	6	356	8	6	238
Stage 1	-	-	-	-	-	-	126	182	-	58	98	-
Stage 2	-	-	-	-	-	-	249	98	-	365	181	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	281	-	-	449	-	-	~ 10	6	355	7	6	238
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 10	6	-	7	6	-
Stage 1	-	-	-	-	-	-	120	174	-	55	95	-
Stage 2	-	-	-	-	-	-	196	95	-	332	173	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			\$ 446.1			168.9		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	25	281	-	-	449	-	-	62
HCM Lane V/C Ratio	1.118	0.042	-	-	0.029	-	-	0.798
HCM Control Delay (s)	\$ 446.1	18.4	-	-	13.3	-	-	168.9
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	3.4	0.1	-	-	0.1	-	-	3.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↔			↔	
Traffic Vol, veh/h	49	1349	6	1	1852	12	1	0	9	0	0	53
Future Vol, veh/h	49	1349	6	1	1852	12	1	0	9	0	0	53
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	155	-	160	115	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	52	1435	6	1	1970	13	1	0	10	0	0	56

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	1970	0	-	1438	0	0	3542	3514	1438	3516	3514	1970
Stage 1	-	-	-	-	-	-	1542	1542	-	1972	1972	-
Stage 2	-	-	-	-	-	-	2000	1972	-	1544	1542	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	299	-	0	478	-	0	3	6	165	4	6	79
Stage 1	-	-	0	-	-	0	146	178	-	82	109	-
Stage 2	-	-	0	-	-	0	79	109	-	145	178	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	299	-	-	477	-	-	~1	5	165	3	5	79
Mov Cap-2 Maneuver	-	-	-	-	-	-	~1	5	-	3	5	-
Stage 1	-	-	-	-	-	-	120	147	-	68	109	-
Stage 2	-	-	-	-	-	-	23	109	-	113	147	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	\$ 909	123.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	9	299	-	477	-	79
HCM Lane V/C Ratio	1.182	0.174	-	0.002	-	0.714
HCM Control Delay (s)	\$ 909	19.6	-	12.6	-	123.2
HCM Lane LOS	F	C	-	B	-	F
HCM 95th %tile Q(veh)	2.1	0.6	-	0	-	3.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕				
Traffic Vol, veh/h	0	1349	9	3	1861	0	4	0	7	0	0	0
Future Vol, veh/h	0	1349	9	3	1861	0	4	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	115	-	115	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1420	9	3	1959	0	4	0	7	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1959	0	1420
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	301	0	486
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	301	-	486
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	268.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	23	301	-	486	-	-
HCM Lane V/C Ratio	0.503	-	-	0.006	-	-
HCM Control Delay (s)	268.8	0	-	12.5	-	-
HCM Lane LOS	F	A	-	B	-	-
HCM 95th %tile Q(veh)	1.5	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1355	1861	0	0	3
Future Vol, veh/h	1	1355	1861	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1441	1980	0	0	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1980	0	0 3423 1980
Stage 1	-	-	- 1980 -
Stage 2	-	-	- 1443 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	296	-	- 8 78
Stage 1	-	-	- 119 -
Stage 2	-	-	- 220 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	296	-	- 8 78
Mov Cap-2 Maneuver	-	-	- 8 -
Stage 1	-	-	- 119 -
Stage 2	-	-	- 220 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	53.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	296	-	-	-	78
HCM Lane V/C Ratio	0.004	-	-	-	0.041
HCM Control Delay (s)	17.2	-	-	-	53.1
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	1343	12	4	1860	1	7
Future Vol, veh/h	1343	12	4	1860	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1414	13	4	1958	1	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1427	0	3387
Stage 1	-	-	-	-	1421
Stage 2	-	-	-	-	1966
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	483	-	9
Stage 1	-	-	-	-	225
Stage 2	-	-	-	-	121
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	483	-	9
Mov Cap-2 Maneuver	-	-	-	-	9
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	121

Approach	EB	WB	NB
HCM Control Delay, s	0	0	87.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	52	-	-	483	-
HCM Lane V/C Ratio	0.162	-	-	0.009	-
HCM Control Delay (s)	87.2	-	-	12.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	2	1326	22	16	1852	2	3	0	21	0	0	9
Future Vol, veh/h	2	1326	22	16	1852	2	3	0	21	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	75	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1396	23	17	1949	2	3	0	22	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1951	0	0	1419	0	0	3401	3397	1408	3407	3407	1950
Stage 1	-	-	-	-	-	-	1412	1412	-	1984	1984	-
Stage 2	-	-	-	-	-	-	1989	1985	-	1423	1423	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	304	-	-	486	-	-	4	8	172	4	7	81
Stage 1	-	-	-	-	-	-	173	206	-	80	108	-
Stage 2	-	-	-	-	-	-	80	107	-	170	204	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	304	-	-	486	-	-	~3	8	172	3	7	81
Mov Cap-2 Maneuver	-	-	-	-	-	-	~3	8	-	3	7	-
Stage 1	-	-	-	-	-	-	172	205	-	79	104	-
Stage 2	-	-	-	-	-	-	68	103	-	147	203	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			271.7			55.2		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	3	172	304	-	-	486	-	-	81
HCM Lane V/C Ratio	1.053	0.129	0.007	-	-	0.035	-	-	0.117
HCM Control Delay (s)	\$ 1970.9	29	16.9	-	-	12.7	-	-	55.2
HCM Lane LOS	F	D	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.1	0.4	0	-	-	0.1	-	-	0.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 12: Reata Road & SR-74

SR-74 Improvement Project
 Exist NB AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	57	1287	3	5	1715	27	2	3	0	15	0	153
Future Volume (veh/h)	57	1287	3	5	1715	27	2	3	0	15	0	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	60	1355	3	5	1805	28	2	3	0	16	0	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	2338	1043	21	2146	956	92	228	0	251	0	193
Arrive On Green	0.07	0.72	0.72	0.01	0.66	0.66	0.13	0.13	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1619	3230	1441	1619	3230	1439	1245	1700	0	1436	0	1441
Grp Volume(v), veh/h	60	1355	3	5	1805	28	2	3	0	16	0	161
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1439	1245	1700	0	1436	0	1441
Q Serve(g_s), s	4.3	24.0	0.1	0.4	51.0	0.8	0.2	0.2	0.0	1.2	0.0	13.1
Cycle Q Clear(g_c), s	4.3	24.0	0.1	0.4	51.0	0.8	13.3	0.2	0.0	1.4	0.0	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	2338	1043	21	2146	956	92	228	0	251	0	193
V/C Ratio(X)	0.51	0.58	0.00	0.24	0.84	0.03	0.02	0.01	0.00	0.06	0.00	0.83
Avail Cap(c_a), veh/h	209	2338	1043	209	2146	956	391	638	0	596	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.7	7.9	4.6	58.7	15.3	6.9	57.1	45.0	0.0	45.6	0.0	50.6
Incr Delay (d2), s/veh	3.5	1.1	0.0	0.5	0.4	0.0	0.1	0.0	0.0	0.1	0.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.9	0.0	0.2	15.7	0.2	0.1	0.1	0.0	0.4	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	8.9	4.6	59.2	15.7	6.9	57.2	45.1	0.0	45.7	0.0	59.5
LnGrp LOS	E	A	A	E	B	A	E	D	A	D	A	E
Approach Vol, veh/h		1418			1838			5				177
Approach Delay, s/veh		11.0			15.7			49.9				58.3
Approach LOS		B			B			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	92.8		21.1	13.1	85.7		21.1				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	15.5	44.0		45.0	15.5	44.0		45.0				
Max Q Clear Time (g_c+I1), s	2.4	26.0		15.1	6.3	53.0		15.3				
Green Ext Time (p_c), s	0.0	8.9		1.1	0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 Exist NB AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	581	264	457	172	713	301	451	503	57	128	730	583
Future Volume (veh/h)	581	264	457	172	713	301	451	503	57	128	730	583
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	660	300	519	195	810	342	512	572	65	145	830	662
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1240	553	214	1334	595	237	1363	423	81	1270	956
Arrive On Green	0.10	0.38	0.38	0.13	0.41	0.41	0.08	0.29	0.29	0.05	0.27	0.27
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2536
Grp Volume(v), veh/h	660	300	519	195	810	342	512	572	65	145	830	662
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1268
Q Serve(g_s), s	15.5	9.5	52.0	17.8	29.5	27.4	11.3	14.9	5.0	7.5	23.7	33.0
Cycle Q Clear(g_c), s	15.5	9.5	52.0	17.8	29.5	27.4	11.3	14.9	5.0	7.5	23.7	33.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1240	553	214	1334	595	237	1363	423	81	1270	956
V/C Ratio(X)	2.03	0.24	0.94	0.91	0.61	0.57	2.16	0.42	0.15	1.79	0.65	0.69
Avail Cap(c_a), veh/h	325	1240	553	221	1334	595	237	1547	480	81	1454	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3	31.4	44.5	64.2	34.5	33.9	69.4	42.7	39.2	71.3	48.2	39.4
Incr Delay (d2), s/veh	474.1	0.4	22.8	36.4	2.1	4.0	537.5	0.2	0.2	400.8	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	27.5	3.7	21.4	9.4	11.7	10.0	22.1	5.7	1.8	12.0	9.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	541.3	31.8	67.3	100.6	36.6	37.9	606.9	42.9	39.3	472.0	49.0	41.1
LnGrp LOS	F	C	E	F	D	D	F	D	D	F	D	D
Approach Vol, veh/h		1479			1347			1149			1637	
Approach Delay, s/veh		271.6			46.2			294.0			83.3	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.4	63.6	15.0	47.1	20.0	67.9	12.0	50.1				
Change Period (Y+Rc), s	4.5	6.0	3.7	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	20.5	51.0	11.3	47.0	15.5	56.0	7.5	50.0				
Max Q Clear Time (g_c+119), s	119.8	54.0	13.3	35.0	17.5	31.5	9.5	16.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	6.0	0.0	6.8	0.0	4.0				

Intersection Summary

HCM 6th Ctrl Delay	167.2
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 Exist NB PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	1604	176	131	1095	240	172
Future Volume (veh/h)	1604	176	131	1095	240	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	1688	185	138	1153	253	181
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2075	925	163	2499	473	217
Arrive On Green	0.64	0.64	0.10	0.77	0.15	0.15
Sat Flow, veh/h	3315	1440	1619	3315	3141	1441
Grp Volume(v), veh/h	1688	185	138	1153	253	181
Grp Sat Flow(s),veh/h/ln	1615	1440	1619	1615	1570	1441
Q Serve(g_s), s	47.0	6.3	10.1	15.1	8.9	14.6
Cycle Q Clear(g_c), s	47.0	6.3	10.1	15.1	8.9	14.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2075	925	163	2499	473	217
V/C Ratio(X)	0.81	0.20	0.85	0.46	0.54	0.83
Avail Cap(c_a), veh/h	2075	925	224	2499	929	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	8.8	53.1	4.8	47.1	49.5
Incr Delay (d2), s/veh	3.6	0.5	19.2	0.6	0.9	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	1.9	4.9	4.0	3.5	5.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	9.3	72.3	5.4	48.0	57.7
LnGrp LOS	B	A	E	A	D	E
Approach Vol, veh/h	1873			1291	434	
Approach Delay, s/veh	18.7			12.5	52.1	
Approach LOS	B			B	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.8	82.1			97.8	22.2
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	16.6	55.1			75.4	35.5
Max Q Clear Time (g_c+I1), s	12.1	49.0			17.1	16.6
Green Ext Time (p_c), s	0.1	5.0			10.6	1.4
Intersection Summary						
HCM 6th Ctrl Delay			20.5			
HCM 6th LOS			C			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1751	1194	2	5	32
Future Vol, veh/h	25	1751	1194	2	5	32
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	1903	1298	2	5	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1301	0	-	0	2306 651
Stage 1	-	-	-	-	1300 -
Stage 2	-	-	-	-	1006 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	539	-	-	-	*90 416
Stage 1	-	-	-	-	*223 -
Stage 2	-	-	-	-	*345 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	538	-	-	-	*86 416
Mov Cap-2 Maneuver	-	-	-	-	*86 -
Stage 1	-	-	-	-	*212 -
Stage 2	-	-	-	-	*344 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	538	-	-	-	274
HCM Lane V/C Ratio	0.051	-	-	-	0.147
HCM Control Delay (s)	12	-	-	-	20.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1741	15	9	1194	2	6
Future Vol, veh/h	1741	15	9	1194	2	6
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1872	16	10	1284	2	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1888	0	2543
Stage 1	-	-	-	-	1880
Stage 2	-	-	-	-	663
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	*549	-	*31
Stage 1	-	-	-	-	*345
Stage 2	-	-	-	-	*480
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*549	-	*31
Mov Cap-2 Maneuver	-	-	-	-	*31
Stage 1	-	-	-	-	*338
Stage 2	-	-	-	-	*480

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	44.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	99	-	-	* 549	-
HCM Lane V/C Ratio	0.087	-	-	0.018	-
HCM Control Delay (s)	44.8	-	-	11.7	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	26	1706	15	2	1193	0	1	0	0	0	0	9
Future Vol, veh/h	26	1706	15	2	1193	0	1	0	0	0	0	9
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	1815	16	2	1269	0	1	0	0	0	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1269	0	0	1832	0	0	2519	3153	917	2237	3161	635
Stage 1	-	-	-	-	-	-	1880	1880	-	1273	1273	-
Stage 2	-	-	-	-	-	-	639	1273	-	964	1888	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	554	-	-	*587	-	-	*23	*3	*391	*88	*3	426
Stage 1	-	-	-	-	-	-	*369	*323	-	*180	*241	-
Stage 2	-	-	-	-	-	-	*436	*241	-	*369	*323	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	554	-	-	*587	-	-	*22	*2	*391	*85	*2	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	*22	*2	-	*85	*2	-
Stage 1	-	-	-	-	-	-	*350	*306	-	*171	*240	-
Stage 2	-	-	-	-	-	-	*425	*240	-	*350	*306	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	176.8	13.6
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	22	554	-	-	* 587	-	-	426
HCM Lane V/C Ratio	0.048	0.05	-	-	0.004	-	-	0.022
HCM Control Delay (s)	176.8	11.8	-	-	11.2	-	-	13.6
HCM Lane LOS	F	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	1694	1186	3	1	9
Future Vol, veh/h	12	1694	1186	3	1	9
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	1765	1235	3	1	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1240	0	-	0	2148 621
Stage 1	-	-	-	-	1239 -
Stage 2	-	-	-	-	909 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	569	-	-	-	*151 435
Stage 1	-	-	-	-	*240 -
Stage 2	-	-	-	-	*369 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	568	-	-	-	*147 434
Mov Cap-2 Maneuver	-	-	-	-	*190 -
Stage 1	-	-	-	-	*234 -
Stage 2	-	-	-	-	*368 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	568	-	-	-	385
HCM Lane V/C Ratio	0.022	-	-	-	0.027
HCM Control Delay (s)	11.5	-	-	-	14.6
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	15	1649	31	22	1158	2	10	0	11	2	0	21
Future Vol, veh/h	15	1649	31	22	1158	2	10	0	11	2	0	21
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	1754	33	23	1232	2	11	0	12	2	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1234	0	0	1788	0	0	2466	3084	895	2188	3099	617
Stage 1	-	-	-	-	-	-	1804	1804	-	1279	1279	-
Stage 2	-	-	-	-	-	-	662	1280	-	909	1820	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	572	-	-	351	-	-	16	12	288	26	12	438
Stage 1	-	-	-	-	-	-	84	132	-	179	239	-
Stage 2	-	-	-	-	-	-	422	239	-	300	130	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	572	-	-	351	-	-	14	11	288	23	11	438
Mov Cap-2 Maneuver	-	-	-	-	-	-	14	11	-	23	11	-
Stage 1	-	-	-	-	-	-	82	128	-	174	223	-
Stage 2	-	-	-	-	-	-	374	223	-	280	126	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			\$ 307.7			29.7		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	28	572	-	-	351	-	-	170
HCM Lane V/C Ratio	0.798	0.028	-	-	0.067	-	-	0.144
HCM Control Delay (s)	\$ 307.7	11.5	-	-	16	-	-	29.7
HCM Lane LOS	F	B	-	-	C	-	-	D
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.2	-	-	0.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↔			↔	
Traffic Vol, veh/h	36	1611	15	5	1143	7	4	0	9	4	0	35
Future Vol, veh/h	36	1611	15	5	1143	7	4	0	9	4	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	155	-	160	115	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	1714	16	5	1216	7	4	0	10	4	0	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1216	0	-	1714	0	0	3035	3016	1714	3021	3016	1216
Stage 1	-	-	-	-	-	-	1790	1790	-	1226	1226	-
Stage 2	-	-	-	-	-	-	1245	1226	-	1795	1790	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	581	-	0	375	-	0	8	13	113	8	13	223
Stage 1	-	-	0	-	-	0	105	135	-	221	253	-
Stage 2	-	-	0	-	-	0	215	253	-	104	135	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	581	-	-	375	-	-	6	12	113	7	12	223
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	12	-	7	12	-
Stage 1	-	-	-	-	-	-	98	126	-	207	250	-
Stage 2	-	-	-	-	-	-	177	250	-	89	126	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	\$ 456.4	180.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	17	581	-	375	-	54
HCM Lane V/C Ratio	0.814	0.066	-	0.014	-	0.768
HCM Control Delay (s)	\$ 456.4	11.6	-	14.7	-	180.1
HCM Lane LOS	F	B	-	B	-	F
HCM 95th %tile Q(veh)	2.1	0.2	-	0	-	3.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕				
Traffic Vol, veh/h	0	1616	8	12	1152	0	3	0	7	0	0	0
Future Vol, veh/h	0	1616	8	12	1152	0	3	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	115	-	115	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1683	8	13	1200	0	3	0	7	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1200	0	1683
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	589	0	385
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	589	-	385
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	117
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	42	589	-	385	-	-
HCM Lane V/C Ratio	0.248	-	-	0.032	-	-
HCM Control Delay (s)	117	0	-	14.7	-	-
HCM Lane LOS	F	A	-	B	-	-
HCM 95th %tile Q(veh)	0.8	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1618	1164	0	1	0
Future Vol, veh/h	5	1618	1164	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	1740	1252	0	1	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1252	0	0 3002 1252
Stage 1	-	-	- 1252 -
Stage 2	-	-	- 1750 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	563	-	- 15 212
Stage 1	-	-	- 272 -
Stage 2	-	-	- 155 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	563	-	- 15 212
Mov Cap-2 Maneuver	-	-	- 15 -
Stage 1	-	-	- 270 -
Stage 2	-	-	- 155 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	262.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	563	-	-	-	15
HCM Lane V/C Ratio	0.01	-	-	-	0.072
HCM Control Delay (s)	11.5	-	-	-	262.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	1609	10	13	1163	3	9
Future Vol, veh/h	1609	10	13	1163	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1694	11	14	1224	3	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1705	0	2952 1700
Stage 1	-	-	-	-	1700 -
Stage 2	-	-	-	-	1252 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	378	-	16 115
Stage 1	-	-	-	-	164 -
Stage 2	-	-	-	-	272 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	378	-	15 115
Mov Cap-2 Maneuver	-	-	-	-	15 -
Stage 1	-	-	-	-	158 -
Stage 2	-	-	-	-	272 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	120.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	43	-	-	378	-
HCM Lane V/C Ratio	0.294	-	-	0.036	-
HCM Control Delay (s)	120.4	-	-	14.9	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	3	1604	11	51	1174	0	0	0	45	0	0	2
Future Vol, veh/h	3	1604	11	51	1174	0	0	0	45	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	75	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1688	12	54	1236	0	0	0	47	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1236	0	0	1700	0	0	3045	3044	1694	3068	3050	1236
Stage 1	-	-	-	-	-	-	1700	1700	-	1344	1344	-
Stage 2	-	-	-	-	-	-	1345	1344	-	1724	1706	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	571	-	-	380	-	-	8	13	116	8	13	217
Stage 1	-	-	-	-	-	-	118	149	-	189	222	-
Stage 2	-	-	-	-	-	-	189	222	-	114	148	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	571	-	-	380	-	-	7	11	116	4	11	217
Mov Cap-2 Maneuver	-	-	-	-	-	-	7	11	-	4	11	-
Stage 1	-	-	-	-	-	-	117	148	-	188	190	-
Stage 2	-	-	-	-	-	-	161	190	-	67	147	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			56			21.8		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	116	571	-	-	380	-	-	217
HCM Lane V/C Ratio	-	0.408	0.006	-	-	0.141	-	-	0.01
HCM Control Delay (s)	0	56	11.3	-	-	16	-	-	21.8
HCM Lane LOS	A	F	B	-	-	C	-	-	C
HCM 95th %tile Q(veh)	-	1.7	0	-	-	0.5	-	-	0

HCM 6th Signalized Intersection Summary
12: Reata Road & SR-74

SR-74 Improvement Project
Exist NB PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	81	1565	3	11	1127	15	2	0	4	29	0	96
Future Volume (veh/h)	81	1565	3	11	1127	15	2	0	4	29	0	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	85	1647	3	12	1186	16	2	0	4	31	0	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	2350	1027	44	2185	975	124	0	163	221	0	166
Arrive On Green	0.08	0.73	0.73	0.03	0.68	0.68	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1619	3230	1411	1619	3230	1441	1308	0	1410	1424	0	1429
Grp Volume(v), veh/h	85	1647	3	12	1186	16	2	0	4	31	0	101
Grp Sat Flow(s),veh/h/ln	1619	1615	1411	1619	1615	1441	1308	0	1410	1424	0	1429
Q Serve(g_s), s	6.1	34.0	0.1	0.9	22.5	0.4	0.2	0.0	0.3	2.4	0.0	8.1
Cycle Q Clear(g_c), s	6.1	34.0	0.1	0.9	22.5	0.4	8.2	0.0	0.3	2.7	0.0	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	2350	1027	44	2185	975	124	0	163	221	0	166
V/C Ratio(X)	0.67	0.70	0.00	0.27	0.54	0.02	0.02	0.00	0.02	0.14	0.00	0.61
Avail Cap(c_a), veh/h	209	2350	1027	209	2185	975	463	0	529	590	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.8	9.1	4.5	57.2	9.9	6.3	54.4	0.0	47.0	48.2	0.0	50.5
Incr Delay (d2), s/veh	6.0	1.8	0.0	2.3	0.7	0.0	0.1	0.0	0.1	0.3	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.9	0.0	0.4	7.0	0.1	0.1	0.0	0.1	0.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	10.9	4.5	59.5	10.6	6.4	54.4	0.0	47.1	48.5	0.0	54.1
LnGrp LOS	E	B	A	E	B	A	D	A	D	D	A	D
Approach Vol, veh/h		1735			1214			6				132
Approach Delay, s/veh		13.2			11.1			49.5				52.8
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	93.3		18.9	13.9	87.2		18.9				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	15.5	44.0		45.0	15.5	44.0		45.0				
Max Q Clear Time (g_c+I1), s	2.9	36.0		10.1	8.1	24.5		10.2				
Green Ext Time (p_c), s	0.0	5.9		0.7	0.1	8.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 Exist NB PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	515	851	232	73	306	111	308	539	142	284	451	539
Future Volume (veh/h)	515	851	232	73	306	111	308	539	142	284	451	539
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	554	915	249	78	329	119	331	580	153	305	485	580
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1571	701	96	1429	637	237	1227	381	81	1134	867
Arrive On Green	0.10	0.49	0.49	0.06	0.44	0.44	0.08	0.26	0.26	0.05	0.24	0.24
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2477
Grp Volume(v), veh/h	554	915	249	78	329	119	331	580	153	305	485	580
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1239
Q Serve(g_s), s	15.5	30.4	16.1	7.1	9.5	7.5	11.3	15.8	13.1	7.5	13.2	29.9
Cycle Q Clear(g_c), s	15.5	30.4	16.1	7.1	9.5	7.5	11.3	15.8	13.1	7.5	13.2	29.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1571	701	96	1429	637	237	1227	381	81	1134	867
V/C Ratio(X)	1.71	0.58	0.36	0.81	0.23	0.19	1.40	0.47	0.40	3.77	0.43	0.67
Avail Cap(c_a), veh/h	325	1571	701	221	1429	637	237	1547	480	81	1454	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3	27.6	23.9	69.7	26.0	25.4	69.4	46.4	45.4	71.3	47.8	41.7
Incr Delay (d2), s/veh	327.6	1.2	1.0	15.0	0.4	0.6	203.1	0.3	0.7	1275.0	0.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	20.9	11.7	5.6	3.3	3.7	2.7	11.1	6.0	4.7	31.7	5.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	394.8	28.8	24.9	84.7	26.3	26.1	272.4	46.7	46.1	1346.3	48.1	43.0
LnGrp LOS	F	C	C	F	C	C	F	D	D	F	D	D
Approach Vol, veh/h		1718			526			1064			1370	
Approach Delay, s/veh		146.3			34.9			116.8			334.9	
Approach LOS		F			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	79.0	15.0	42.6	20.0	72.4	12.0	45.6				
Change Period (Y+Rc), s	4.5	6.0	3.7	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	20.5	51.0	11.3	47.0	15.5	56.0	7.5	50.0				
Max Q Clear Time (g_c+1), s	19.1	32.4	13.3	31.9	17.5	11.5	9.5	17.8				
Green Ext Time (p_c), s	0.1	6.6	0.0	4.7	0.0	2.5	0.0	4.4				

Intersection Summary

HCM 6th Ctrl Delay	182.3
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 OY (2025) NB AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1216	264	232	1919	401	249
Future Volume (veh/h)	1216	264	232	1919	401	249
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	1322	287	252	2086	436	271
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1701	757	204	2227	689	316
Arrive On Green	0.53	0.53	0.13	0.69	0.22	0.22
Sat Flow, veh/h	3315	1438	1619	3315	3141	1441
Grp Volume(v), veh/h	1322	287	252	2086	436	271
Grp Sat Flow(s),veh/h/ln	1615	1438	1619	1615	1570	1441
Q Serve(g_s), s	32.8	11.8	12.6	56.6	12.6	18.1
Cycle Q Clear(g_c), s	32.8	11.8	12.6	56.6	12.6	18.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1701	757	204	2227	689	316
V/C Ratio(X)	0.78	0.38	1.24	0.94	0.63	0.86
Avail Cap(c_a), veh/h	1701	757	204	2227	911	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	14.0	43.7	13.6	35.4	37.5
Incr Delay (d2), s/veh	3.6	1.4	140.7	9.1	1.0	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	3.8	12.9	18.4	4.8	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.5	15.4	184.4	22.7	36.3	50.3
LnGrp LOS	C	B	F	C	D	D
Approach Vol, veh/h	1609			2338	707	
Approach Delay, s/veh	21.3			40.1	41.7	
Approach LOS	C			D	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.3	57.7			74.0	26.0
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	12.6	45.6			61.9	29.0
Max Q Clear Time (g_c+I1), s	14.6	34.8			58.6	20.1
Green Ext Time (p_c), s	0.0	7.0			3.0	1.9
Intersection Summary						
HCM 6th Ctrl Delay			33.8			
HCM 6th LOS			C			

Intersection						
Int Delay, s/veh	14.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	15	1450	2122	3	10	29
Future Vol, veh/h	15	1450	2122	3	10	29
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	1526	2234	3	11	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2238	0	-	0	3032 1120
Stage 1	-	-	-	-	2237 -
Stage 2	-	-	-	-	795 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	235	-	-	-	*~ 5 204
Stage 1	-	-	-	-	*69 -
Stage 2	-	-	-	-	*469 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	235	-	-	-	*~ 4 204
Mov Cap-2 Maneuver	-	-	-	-	*~ 4 -
Stage 1	-	-	-	-	*64 -
Stage 2	-	-	-	-	*469 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	\$ 1305.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	235	-	-	-	15
HCM Lane V/C Ratio	0.067	-	-	-	2.737
HCM Control Delay (s)	21.4	-	-	-	\$ 1305.3
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	5.9

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	1445	16	37	2116	9	31
Future Vol, veh/h	1445	16	37	2116	9	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1537	17	39	2251	10	33

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1554	0	2750 777
Stage 1	-	-	-	-	1546 -
Stage 2	-	-	-	-	1204 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	*747	-	*12 *498
Stage 1	-	-	-	-	*469 -
Stage 2	-	-	-	-	*251 -
Platoon blocked, %	-	-	1	-	1 1
Mov Cap-1 Maneuver	-	-	*747	-	*11 *498
Mov Cap-2 Maneuver	-	-	-	-	*11 -
Stage 1	-	-	-	-	*445 -
Stage 2	-	-	-	-	*251 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	257.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	45	-	-	* 747	-
HCM Lane V/C Ratio	0.946	-	-	0.053	-
HCM Control Delay (s)	257.7	-	-	10.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	3.8	-	-	0.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	1	1463	12	7	2140	0	3	0	13	0	0	11
Future Vol, veh/h	1	1463	12	7	2140	0	3	0	13	0	0	11
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1540	13	7	2253	0	3	0	14	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2254	0	0	1554	0	0	2691	3818	778	3040	3824	1128
Stage 1	-	-	-	-	-	-	1550	1550	-	2268	2268	-
Stage 2	-	-	-	-	-	-	1141	2268	-	772	1556	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	231	-	-	*747	-	-	*9	*0	*498	*2	*0	201
Stage 1	-	-	-	-	-	-	*469	*411	-	*42	*77	-
Stage 2	-	-	-	-	-	-	*217	*77	-	*469	*411	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	231	-	-	*746	-	-	*9	*0	*497	*2	*0	201
Mov Cap-2 Maneuver	-	-	-	-	-	-	*9	*0	-	*2	*0	-
Stage 1	-	-	-	-	-	-	*467	*409	-	*42	*76	-
Stage 2	-	-	-	-	-	-	*203	*76	-	*454	*409	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	126.7	24
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	45	231	-	-	*746	-	-	201
HCM Lane V/C Ratio	0.374	0.005	-	-	0.01	-	-	0.058
HCM Control Delay (s)	126.7	20.7	-	-	9.9	-	-	24
HCM Lane LOS	F	C	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	4	1472	2131	0	2	15
Future Vol, veh/h	4	1472	2131	0	2	15
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	1583	2291	0	2	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2292	0	-	0	3092 1147
Stage 1	-	-	-	-	2292 -
Stage 2	-	-	-	-	800 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	224	-	-	-	*4 196
Stage 1	-	-	-	-	*64 -
Stage 2	-	-	-	-	*469 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	224	-	-	-	*4 196
Mov Cap-2 Maneuver	-	-	-	-	*51 -
Stage 1	-	-	-	-	*63 -
Stage 2	-	-	-	-	*469 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	32.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	224	-	-	-	147
HCM Lane V/C Ratio	0.019	-	-	-	0.124
HCM Control Delay (s)	21.4	-	-	-	32.9
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	18.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	12	1436	26	19	2071	2	16	0	27	4	0	43
Future Vol, veh/h	12	1436	26	19	2071	2	16	0	27	4	0	43
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	1544	28	20	2227	2	17	0	29	4	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2230	0	0	1574	0	0	2740	3856	788	3067	3869	1116
Stage 1	-	-	-	-	-	-	1586	1586	-	2269	2269	-
Stage 2	-	-	-	-	-	-	1154	2270	-	798	1600	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	236	-	-	424	-	-	~ 10	4	338	5	4	205
Stage 1	-	-	-	-	-	-	115	170	-	42	77	-
Stage 2	-	-	-	-	-	-	213	77	-	350	167	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	236	-	-	423	-	-	~ 7	4	337	~ 4	4	205
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	4	-	~ 4	4	-
Stage 1	-	-	-	-	-	-	108	160	-	40	73	-
Stage 2	-	-	-	-	-	-	157	73	-	302	157	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			\$ 1154.4			\$ 405.2		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	18	236	-	-	423	-	-	39
HCM Lane V/C Ratio	2.569	0.055	-	-	0.048	-	-	1.296
HCM Control Delay (s)	\$ 1154.4	21.1	-	-	13.9	-	-	\$ 405.2
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	6.3	0.2	-	-	0.2	-	-	5.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖		↕			↕	
Traffic Vol, veh/h	52	1405	10	2	2035	12	2	0	15	0	0	56
Future Vol, veh/h	52	1405	10	2	2035	12	2	0	15	0	0	56
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	155	-	160	115	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	1495	11	2	2165	13	2	0	16	0	0	60

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	2165	0	-	1498	0	0	3807	3777	1498	3782	3777	2165
Stage 1	-	-	-	-	-	-	1608	1608	-	2169	2169	-
Stage 2	-	-	-	-	-	-	2199	2169	-	1613	1608	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	251	-	0	454	-	0	~2	4	152	2	4	60
Stage 1	-	-	0	-	-	0	133	166	-	63	87	-
Stage 2	-	-	0	-	-	0	60	87	-	132	166	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	251	-	-	453	-	-	0	3	152	1	3	60
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	3	-	1	3	-
Stage 1	-	-	-	-	-	-	104	129	-	49	87	-
Stage 2	-	-	-	-	-	-	0	87	-	92	129	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	31.9	227.1
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	152	251	-	453	-	60
HCM Lane V/C Ratio	0.119	0.22	-	0.005	-	0.993
HCM Control Delay (s)	31.9	23.4	-	13	-	227.1
HCM Lane LOS	D	C	-	B	-	F
HCM 95th %tile Q(veh)	0.4	0.8	-	0	-	4.7

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕				
Traffic Vol, veh/h	0	1405	14	5	2042	0	7	0	12	0	0	0
Future Vol, veh/h	0	1405	14	5	2042	0	7	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	115	-	115	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1479	15	5	2149	0	7	0	13	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	2149	0	1479
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	254	0	461
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	254	-	461
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	\$ 706.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	15	254	-	461	-	-
HCM Lane V/C Ratio	1.333	-	-	0.011	-	-
HCM Control Delay (s)	\$ 706.8	0	-	12.9	-	-
HCM Lane LOS	F	A	-	B	-	-
HCM 95th %tile Q(veh)	3.1	0	-	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1416	2044	0	0	3
Future Vol, veh/h	1	1416	2044	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1506	2174	0	0	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2174	0	-	0	3682 2174
Stage 1	-	-	-	-	2174 -
Stage 2	-	-	-	-	1508 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	249	-	-	-	5 60
Stage 1	-	-	-	-	95 -
Stage 2	-	-	-	-	204 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	249	-	-	-	5 60
Mov Cap-2 Maneuver	-	-	-	-	5 -
Stage 1	-	-	-	-	95 -
Stage 2	-	-	-	-	204 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	68.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	249	-	-	-	60
HCM Lane V/C Ratio	0.004	-	-	-	0.053
HCM Control Delay (s)	19.5	-	-	-	68.3
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1400	16	6	2043	2	12
Future Vol, veh/h	1400	16	6	2043	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1474	17	6	2151	2	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1491	0	3646
Stage 1	-	-	-	-	1483
Stage 2	-	-	-	-	2163
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	456	-	6
Stage 1	-	-	-	-	210
Stage 2	-	-	-	-	96
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	456	-	6
Mov Cap-2 Maneuver	-	-	-	-	6
Stage 1	-	-	-	-	207
Stage 2	-	-	-	-	96

Approach	EB	WB	NB
HCM Control Delay, s	0	0	175.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	34	-	-	456	-
HCM Lane V/C Ratio	0.433	-	-	0.014	-
HCM Control Delay (s)	175.5	-	-	13	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	2	1374	36	27	2026	2	5	0	36	0	0	18
Future Vol, veh/h	2	1374	36	27	2026	2	5	0	36	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	75	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1446	38	28	2133	2	5	0	38	0	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2135	0	0	1484	0	0	3669	3660	1465	3678	3678	2134
Stage 1	-	-	-	-	-	-	1469	1469	-	2190	2190	-
Stage 2	-	-	-	-	-	-	2200	2191	-	1488	1488	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	258	-	-	459	-	-	~3	5	159	3	5	63
Stage 1	-	-	-	-	-	-	160	194	-	61	85	-
Stage 2	-	-	-	-	-	-	60	84	-	156	189	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	258	-	-	459	-	-	~2	5	159	2	5	63
Mov Cap-2 Maneuver	-	-	-	-	-	-	~2	5	-	2	5	-
Stage 1	-	-	-	-	-	-	159	192	-	61	80	-
Stage 2	-	-	-	-	-	-	39	79	-	118	187	-























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			\$ 478.9			85.1		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	2	159	258	-	-	459	-	-	63
HCM Lane V/C Ratio	2.632	0.238	0.008	-	-	0.062	-	-	0.301
HCM Control Delay (s)	\$ 3677.5	34.6	19.1	-	-	13.4	-	-	85.1
HCM Lane LOS	F	D	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.6	0.9	0	-	-	0.2	-	-	1.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
12: Reata Road & SR-74

SR-74 Improvement Project
OY (2025) NB AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1346	3	5	1866	30	2	3	0	20	0	187
Future Volume (veh/h)	61	1346	3	5	1866	30	2	3	0	20	0	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	64	1417	3	5	1964	32	2	3	0	21	0	197
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	2252	1005	21	2056	916	93	273	0	289	0	232
Arrive On Green	0.07	0.70	0.70	0.01	0.64	0.64	0.16	0.16	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1619	3230	1441	1619	3230	1438	1204	1700	0	1436	0	1441
Grp Volume(v), veh/h	64	1417	3	5	1964	32	2	3	0	21	0	197
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1438	1204	1700	0	1436	0	1441
Q Serve(g_s), s	4.6	28.4	0.1	0.4	67.6	1.0	0.2	0.2	0.0	1.5	0.0	16.0
Cycle Q Clear(g_c), s	4.6	28.4	0.1	0.4	67.6	1.0	16.1	0.2	0.0	1.7	0.0	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	2252	1005	21	2056	916	93	273	0	289	0	232
V/C Ratio(X)	0.54	0.63	0.00	0.24	0.96	0.03	0.02	0.01	0.00	0.07	0.00	0.85
Avail Cap(c_a), veh/h	209	2252	1005	209	2056	916	352	638	0	596	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.6	9.8	5.5	58.7	20.2	8.1	56.8	42.3	0.0	43.0	0.0	49.0
Incr Delay (d2), s/veh	3.7	1.3	0.0	0.5	1.6	0.0	0.1	0.0	0.0	0.1	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	8.7	0.0	0.2	21.8	0.3	0.1	0.1	0.0	0.5	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	11.1	5.5	59.2	21.8	8.1	56.9	42.4	0.0	43.2	0.0	57.5
LnGrp LOS	E	B	A	E	C	A	E	D	A	D	A	E
Approach Vol, veh/h		1484			2001			5				218
Approach Delay, s/veh		13.1			21.6			48.2				56.1
Approach LOS		B			C			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	89.7		24.3	13.3	82.4		24.3				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	15.5	44.0		45.0	15.5	44.0		45.0				
Max Q Clear Time (g_c+I1), s	2.4	30.4		18.0	6.6	69.6		18.1				
Green Ext Time (p_c), s	0.0	7.8		1.3	0.1	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				20.3								
HCM 6th LOS				C								
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 OY (2025) NB AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	611	296	458	195	788	415	457	577	62	176	864	656
Future Volume (veh/h)	611	296	458	195	788	415	457	577	62	176	864	656
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	664	322	498	212	857	451	497	627	67	191	939	713
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1178	525	221	1286	573	237	1432	445	81	1339	994
Arrive On Green	0.10	0.36	0.36	0.14	0.40	0.40	0.08	0.31	0.31	0.05	0.29	0.29
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2536
Grp Volume(v), veh/h	664	322	498	212	857	451	497	627	67	191	939	713
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1268
Q Serve(g_s), s	15.5	10.6	50.3	19.5	32.6	41.1	11.3	16.2	5.1	7.5	27.1	35.7
Cycle Q Clear(g_c), s	15.5	10.6	50.3	19.5	32.6	41.1	11.3	16.2	5.1	7.5	27.1	35.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1178	525	221	1286	573	237	1432	445	81	1339	994
V/C Ratio(X)	2.05	0.27	0.95	0.96	0.67	0.79	2.10	0.44	0.15	2.36	0.70	0.72
Avail Cap(c_a), veh/h	325	1178	525	221	1286	573	237	1547	480	81	1454	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3	33.6	46.3	64.3	37.0	39.6	69.4	41.5	37.6	71.3	47.6	38.6
Incr Delay (d2), s/veh	479.4	0.5	24.8	48.6	2.7	10.4	509.3	0.2	0.2	648.2	1.4	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.7	4.2	21.0	10.9	13.0	15.8	21.2	6.1	1.8	17.6	10.2	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	546.6	34.1	71.1	112.9	39.7	50.0	578.7	41.7	37.8	719.4	49.0	40.8
LnGrp LOS	F	C	E	F	D	D	F	D	D	F	D	D
Approach Vol, veh/h		1484			1520			1191			1843	
Approach Delay, s/veh		275.8			53.0			265.5			115.3	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	60.7	15.0	49.3	20.0	65.7	12.0	52.3				
Change Period (Y+Rc), s	4.5	6.0	3.7	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	20.5	51.0	11.3	47.0	15.5	56.0	7.5	50.0				
Max Q Clear Time (g_c+D), s	21.5	52.3	13.3	37.7	17.5	43.1	9.5	18.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.6	0.0	5.8	0.0	4.5				

Intersection Summary

HCM 6th Ctrl Delay	168.7
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 OY (2025) NB PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	1737	188	134	1156	270	178
Future Volume (veh/h)	1737	188	134	1156	270	178
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	1828	198	141	1217	284	187
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2053	915	166	2483	488	224
Arrive On Green	0.64	0.64	0.10	0.77	0.16	0.16
Sat Flow, veh/h	3315	1440	1619	3315	3141	1441
Grp Volume(v), veh/h	1828	198	141	1217	284	187
Grp Sat Flow(s),veh/h/ln	1615	1440	1619	1615	1570	1441
Q Serve(g_s), s	57.0	7.0	10.3	16.8	10.1	15.1
Cycle Q Clear(g_c), s	57.0	7.0	10.3	16.8	10.1	15.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2053	915	166	2483	488	224
V/C Ratio(X)	0.89	0.22	0.85	0.49	0.58	0.83
Avail Cap(c_a), veh/h	2053	915	224	2483	929	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	9.2	53.0	5.2	47.0	49.2
Incr Delay (d2), s/veh	6.3	0.5	20.0	0.7	1.1	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.4	2.2	5.0	4.5	4.0	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.7	9.8	72.9	5.8	48.1	57.1
LnGrp LOS	C	A	E	A	D	E
Approach Vol, veh/h	2026			1358	471	
Approach Delay, s/veh	23.2			12.8	51.7	
Approach LOS	C			B	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.0	81.3			97.2	22.8
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	16.6	55.1			75.4	35.5
Max Q Clear Time (g_c+I1), s	12.3	59.0			18.8	17.1
Green Ext Time (p_c), s	0.1	0.0			11.6	1.5
Intersection Summary						
HCM 6th Ctrl Delay			23.0			
HCM 6th LOS			C			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	1888	1257	2	5	33
Future Vol, veh/h	26	1888	1257	2	5	33
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	2052	1366	2	5	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1369	0	-	0	2450 685
Stage 1	-	-	-	-	1368 -
Stage 2	-	-	-	-	1082 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	508	-	-	-	*61 395
Stage 1	-	-	-	-	*205 -
Stage 2	-	-	-	-	*296 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	508	-	-	-	*58 395
Mov Cap-2 Maneuver	-	-	-	-	*58 -
Stage 1	-	-	-	-	*194 -
Stage 2	-	-	-	-	*296 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	24.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	508	-	-	-	224
HCM Lane V/C Ratio	0.056	-	-	-	0.184
HCM Control Delay (s)	12.5	-	-	-	24.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1876	18	11	1256	3	10
Future Vol, veh/h	1876	18	11	1256	3	10
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2017	19	12	1351	3	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2036	0	2728
Stage 1	-	-	-	-	2027
Stage 2	-	-	-	-	701
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	*472	-	*14
Stage 1	-	-	-	-	*296
Stage 2	-	-	-	-	*459
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*472	-	*14
Mov Cap-2 Maneuver	-	-	-	-	*14
Stage 1	-	-	-	-	*289
Stage 2	-	-	-	-	*459

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	95.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	-	-	* 472	-
HCM Lane V/C Ratio	0.264	-	-	0.025	-
HCM Control Delay (s)	95.7	-	-	12.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	27	1834	24	4	1246	0	2	0	0	0	0	20
Future Vol, veh/h	27	1834	24	4	1246	0	2	0	0	0	0	20
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	1951	26	4	1326	0	2	0	0	0	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1326	0	0	1978	0	0	2694	3357	990	2368	3370	663
Stage 1	-	-	-	-	-	-	2023	2023	-	1334	1334	-
Stage 2	-	-	-	-	-	-	671	1334	-	1034	2036	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	527	-	-	*472	-	-	*12	*1	*314	*79	*1	409
Stage 1	-	-	-	-	-	-	*296	*259	-	*165	*225	-
Stage 2	-	-	-	-	-	-	*417	*225	-	*296	*259	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	527	-	-	*471	-	-	*10	*1	*314	*76	*1	409
Mov Cap-2 Maneuver	-	-	-	-	-	-	*10	*1	-	*76	*1	-
Stage 1	-	-	-	-	-	-	*280	*245	-	*156	*223	-
Stage 2	-	-	-	-	-	-	*392	*223	-	*280	*245	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	\$ 444.5	14.3
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	10	527	-	-	* 471	-	-	409
HCM Lane V/C Ratio	0.213	0.055	-	-	0.009	-	-	0.052
HCM Control Delay (s)	\$ 444.5	12.2	-	-	12.7	-	-	14.3
HCM Lane LOS	F	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1822	1240	3	1	10
Future Vol, veh/h	13	1822	1240	3	1	10
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	1898	1292	3	1	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1297	0	-	0	2273 650
Stage 1	-	-	-	-	1296 -
Stage 2	-	-	-	-	977 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	541	-	-	-	*123 417
Stage 1	-	-	-	-	*224 -
Stage 2	-	-	-	-	*320 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	540	-	-	-	*120 416
Mov Cap-2 Maneuver	-	-	-	-	*168 -
Stage 1	-	-	-	-	*218 -
Stage 2	-	-	-	-	*319 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	540	-	-	-	367
HCM Lane V/C Ratio	0.025	-	-	-	0.031
HCM Control Delay (s)	11.8	-	-	-	15.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	9.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	16	1760	47	40	1189	2	15	0	18	4	0	39
Future Vol, veh/h	16	1760	47	40	1189	2	15	0	18	4	0	39
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	1872	50	43	1265	2	16	0	19	4	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1267	0	0	1923	0	0	2651	3285	962	2322	3309	634
Stage 1	-	-	-	-	-	-	1932	1932	-	1352	1352	-
Stage 2	-	-	-	-	-	-	719	1353	-	970	1957	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	555	-	-	311	-	-	~11	9	260	21	9	427
Stage 1	-	-	-	-	-	-	70	114	-	161	220	-
Stage 2	-	-	-	-	-	-	390	220	-	276	111	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	555	-	-	311	-	-	~9	8	260	17	8	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	~9	8	-	17	8	-
Stage 1	-	-	-	-	-	-	68	110	-	156	190	-
Stage 2	-	-	-	-	-	-	303	190	-	248	107	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	\$ 825.6	46.1
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	19	555	-	-	311	-	-	132
HCM Lane V/C Ratio	1.848	0.031	-	-	0.137	-	-	0.347
HCM Control Delay (s)	\$ 825.6	11.7	-	-	18.4	-	-	46.1
HCM Lane LOS	F	B	-	-	C	-	-	E
HCM 95th %tile Q(veh)	4.8	0.1	-	-	0.5	-	-	1.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↕			↕	
Traffic Vol, veh/h	39	1724	20	7	1187	8	6	0	12	4	0	38
Future Vol, veh/h	39	1724	20	7	1187	8	6	0	12	4	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	155	-	160	115	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	1834	21	7	1263	9	6	0	13	4	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1263	0	-	1834	0	0	3213	3193	1834	3200	3193	1263
Stage 1	-	-	-	-	-	-	1916	1916	-	1277	1277	-
Stage 2	-	-	-	-	-	-	1297	1277	-	1923	1916	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	557	-	0	337	-	0	~6	10	96	6	10	209
Stage 1	-	-	0	-	-	0	88	116	-	206	239	-
Stage 2	-	-	0	-	-	0	201	239	-	87	116	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	557	-	-	337	-	-	~4	9	96	5	9	209
Mov Cap-2 Maneuver	-	-	-	-	-	-	~4	9	-	5	9	-
Stage 1	-	-	-	-	-	-	81	107	-	191	234	-
Stage 2	-	-	-	-	-	-	159	234	-	70	107	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	\$ 1032	295.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	11	557	-	337	-	43
HCM Lane V/C Ratio	1.741	0.074	-	0.022	-	1.039
HCM Control Delay (s)	\$ 1032	12	-	15.9	-	295.6
HCM Lane LOS	F	B	-	C	-	F
HCM 95th %tile Q(veh)	3.2	0.2	-	0.1	-	4.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1730	10	17	1197	0	5	0	11	0	0	0
Future Vol, veh/h	0	1730	10	17	1197	0	5	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	115	-	115	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1802	10	18	1247	0	5	0	11	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1247	0	-	1802	0	0	3085	3085	1802
Stage 1	-	-	-	-	-	-	1802	1802	-
Stage 2	-	-	-	-	-	-	1283	1283	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	565	-	0	347	-	-	13	12	100
Stage 1	-	-	0	-	-	-	146	133	-
Stage 2	-	-	0	-	-	-	263	238	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	565	-	-	347	-	-	12	0	100
Mov Cap-2 Maneuver	-	-	-	-	-	-	12	0	-
Stage 1	-	-	-	-	-	-	138	0	-
Stage 2	-	-	-	-	-	-	263	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	0			0.2			225		
HCM LOS							F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	30	565	-	347	-	-
HCM Lane V/C Ratio	0.556	-	-	0.051	-	-
HCM Control Delay (s)	225	0	-	15.9	-	-
HCM Lane LOS	F	A	-	C	-	-
HCM 95th %tile Q(veh)	1.8	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↘	
Traffic Vol, veh/h	5	1737	1214	0	1	0
Future Vol, veh/h	5	1737	1214	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	1868	1305	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1305	0	-	0	3183 1305
Stage 1	-	-	-	-	1305 -
Stage 2	-	-	-	-	1878 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	537	-	-	-	12 198
Stage 1	-	-	-	-	256 -
Stage 2	-	-	-	-	134 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	537	-	-	-	12 198
Mov Cap-2 Maneuver	-	-	-	-	12 -
Stage 1	-	-	-	-	254 -
Stage 2	-	-	-	-	134 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 332.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	537	-	-	-	12
HCM Lane V/C Ratio	0.01	-	-	-	0.09
HCM Control Delay (s)	11.8	-	-	-	\$ 332.7
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	1724	13	18	1211	5	15
Future Vol, veh/h	1724	13	18	1211	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1815	14	19	1275	5	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1829	0	3135 1822
Stage 1	-	-	-	-	1822 -
Stage 2	-	-	-	-	1313 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	339	-	12 97
Stage 1	-	-	-	-	143 -
Stage 2	-	-	-	-	254 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	339	-	11 97
Mov Cap-2 Maneuver	-	-	-	-	11 -
Stage 1	-	-	-	-	135 -
Stage 2	-	-	-	-	254 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	227.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	33	-	-	339	-
HCM Lane V/C Ratio	0.638	-	-	0.056	-
HCM Control Delay (s)	227.4	-	-	16.2	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	2.2	-	-	0.2	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	3	1714	22	83	1216	0	0	0	74	0	0	12
Future Vol, veh/h	3	1714	22	83	1216	0	0	0	74	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	75	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1804	23	87	1280	0	0	0	78	0	0	13























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1280	0	0	1827	0	0	3283	3276	1816	3315	3287	1280
Stage 1	-	-	-	-	-	-	1822	1822	-	1454	1454	-
Stage 2	-	-	-	-	-	-	1461	1454	-	1861	1833	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	549	-	-	339	-	-	5	9	98	5	9	204
Stage 1	-	-	-	-	-	-	100	130	-	164	197	-
Stage 2	-	-	-	-	-	-	162	197	-	95	128	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	549	-	-	339	-	-	4	7	98	1	7	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	7	-	1	7	-
Stage 1	-	-	-	-	-	-	100	129	-	163	146	-
Stage 2	-	-	-	-	-	-	113	146	-	19	127	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			119.1			23.8		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	98	549	-	-	339	-	-	204
HCM Lane V/C Ratio	-	0.795	0.006	-	-	0.258	-	-	0.062
HCM Control Delay (s)	0	119.1	11.6	-	-	19.3	-	-	23.8
HCM Lane LOS	A	F	B	-	-	C	-	-	C
HCM 95th %tile Q(veh)	-	4.3	0	-	-	1	-	-	0.2

HCM 6th Signalized Intersection Summary
 12: Reata Road & SR-74

SR-74 Improvement Project
 OY (2025) NB PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1676	3	11	1192	23	2	0	4	32	0	106
Future Volume (veh/h)	109	1676	3	11	1192	23	2	0	4	32	0	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	115	1764	3	12	1255	24	2	0	4	34	0	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	2326	1016	44	2138	954	123	0	174	232	0	176
Arrive On Green	0.09	0.72	0.72	0.03	0.66	0.66	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1619	3230	1411	1619	3230	1441	1296	0	1411	1425	0	1430
Grp Volume(v), veh/h	115	1764	3	12	1255	24	2	0	4	34	0	112
Grp Sat Flow(s),veh/h/ln	1619	1615	1411	1619	1615	1441	1296	0	1411	1425	0	1430
Q Serve(g_s), s	8.4	40.4	0.1	0.9	25.8	0.7	0.2	0.0	0.3	2.6	0.0	8.9
Cycle Q Clear(g_c), s	8.4	40.4	0.1	0.9	25.8	0.7	9.1	0.0	0.3	2.9	0.0	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	2326	1016	44	2138	954	123	0	174	232	0	176
V/C Ratio(X)	0.83	0.76	0.00	0.27	0.59	0.03	0.02	0.00	0.02	0.15	0.00	0.63
Avail Cap(c_a), veh/h	209	2326	1016	209	2138	954	449	0	529	591	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.0	10.4	4.7	57.2	11.2	7.0	54.4	0.0	46.2	47.5	0.0	50.0
Incr Delay (d2), s/veh	15.6	2.4	0.0	2.3	0.8	0.0	0.1	0.0	0.1	0.3	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	12.0	0.0	0.4	8.2	0.2	0.1	0.0	0.1	0.9	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.6	12.7	4.7	59.4	12.1	7.0	54.4	0.0	46.3	47.8	0.0	53.8
LnGrp LOS	E	B	A	E	B	A	D	A	D	D	A	D
Approach Vol, veh/h		1882			1291			6				146
Approach Delay, s/veh		16.2			12.4			49.0				52.4
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	92.4		19.8	14.8	85.4		19.8				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	15.5	44.0		45.0	15.5	44.0		45.0				
Max Q Clear Time (g_c+I1), s	2.9	42.4		10.9	10.4	27.8		11.1				
Green Ext Time (p_c), s	0.0	1.4		0.8	0.1	7.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 OY (2025) NB PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	578	899	235	85	353	165	310	659	158	387	543	563
Future Volume (veh/h)	578	899	235	85	353	165	310	659	158	387	543	563
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	622	967	253	91	380	177	333	709	170	416	584	605
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1508	673	110	1394	622	237	1277	396	81	1184	894
Arrive On Green	0.10	0.47	0.47	0.07	0.43	0.43	0.08	0.28	0.28	0.05	0.26	0.26
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2478
Grp Volume(v), veh/h	622	967	253	91	380	177	333	709	170	416	584	605
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1239
Q Serve(g_s), s	15.5	34.2	17.0	8.3	11.4	11.9	11.3	19.6	14.5	7.5	16.1	31.1
Cycle Q Clear(g_c), s	15.5	34.2	17.0	8.3	11.4	11.9	11.3	19.6	14.5	7.5	16.1	31.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1508	673	110	1394	622	237	1277	396	81	1184	894
V/C Ratio(X)	1.92	0.64	0.38	0.83	0.27	0.28	1.41	0.56	0.43	5.14	0.49	0.68
Avail Cap(c_a), veh/h	325	1508	673	221	1394	622	237	1547	480	81	1454	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3	30.4	25.9	69.0	27.5	27.6	69.4	46.5	44.7	71.3	47.6	40.8
Incr Delay (d2), s/veh	420.1	1.4	1.1	14.2	0.5	1.1	206.6	0.4	0.7	1889.7	0.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	25.1	13.2	5.9	3.8	4.4	4.3	11.3	7.5	5.2	45.5	6.1	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	487.4	31.9	27.0	83.2	27.9	28.8	276.0	46.9	45.4	1960.9	47.9	42.3
LnGrp LOS	F	C	C	F	C	C	F	D	D	F	D	D
Approach Vol, veh/h		1842			648			1212			1605	
Approach Delay, s/veh		185.0			35.9			109.6			541.6	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	76.0	15.0	44.3	20.0	70.7	12.0	47.3				
Change Period (Y+Rc), s	4.5	6.0	3.7	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	20.5	51.0	11.3	47.0	15.5	56.0	7.5	50.0				
Max Q Clear Time (g_c+110), s	110.3	36.2	13.3	33.1	17.5	13.9	9.5	21.6				
Green Ext Time (p_c), s	0.1	6.2	0.0	5.2	0.0	3.0	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay	257.4
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 OY (2025) Build AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (veh/h)	1540	252	258	2268	401	271
Future Volume (veh/h)	1540	252	258	2268	401	271
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	1674	274	280	2465	436	295
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1749	778	291	2410	607	279
Arrive On Green	0.54	0.54	0.18	0.75	0.19	0.19
Sat Flow, veh/h	3315	1438	1619	3315	3141	1441
Grp Volume(v), veh/h	1674	274	280	2465	436	295
Grp Sat Flow(s),veh/h/ln	1615	1438	1619	1615	1570	1441
Q Serve(g_s), s	74.0	16.2	25.7	111.9	19.5	29.0
Cycle Q Clear(g_c), s	74.0	16.2	25.7	111.9	19.5	29.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1749	778	291	2410	607	279
V/C Ratio(X)	0.96	0.35	0.96	1.02	0.72	1.06
Avail Cap(c_a), veh/h	1749	778	291	2410	607	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	19.5	61.0	19.1	56.7	60.5
Incr Delay (d2), s/veh	13.6	1.3	42.0	24.4	7.1	70.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.7	5.6	13.8	42.5	8.3	16.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.3	20.7	103.0	43.5	63.8	130.9
LnGrp LOS	D	C	F	F	E	F
Approach Vol, veh/h	1948			2745	731	
Approach Delay, s/veh	42.7			49.5	90.9	
Approach LOS	D			D	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.7	86.2			116.9	33.1
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	27.0	81.2			111.9	29.0
Max Q Clear Time (g_c+I1), s	27.7	76.0			113.9	31.0
Green Ext Time (p_c), s	0.0	4.3			0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			52.7			
HCM 6th LOS			D			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1797	2497	3	11	29
Future Vol, veh/h	15	1797	2497	3	11	29
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	1892	2628	3	12	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2632	0	-	0	3609 1317
Stage 1	-	-	-	-	2631 -
Stage 2	-	-	-	-	978 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	164	-	-	-	*0 151
Stage 1	-	-	-	-	*41 -
Stage 2	-	-	-	-	*326 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	164	-	-	-	*0 151
Mov Cap-2 Maneuver	-	-	-	-	*0 -
Stage 1	-	-	-	-	*37 -
Stage 2	-	-	-	-	*326 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	37.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	-	-	151
HCM Lane V/C Ratio	0.096	-	-	-	0.279
HCM Control Delay (s)	29.3	-	-	-	37.8
HCM Lane LOS	D	-	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1792	16	38	2491	9	34
Future Vol, veh/h	1792	16	38	2491	9	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1906	17	40	2650	10	36

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1923	0	3320 962
Stage 1	-	-	-	-	1915 -
Stage 2	-	-	-	-	1405 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	*520	-	- *346
Stage 1	-	-	-	-	*326 -
Stage 2	-	-	-	-	*36 -
Platoon blocked, %	-	-	1	-	2 1
Mov Cap-1 Maneuver	-	-	*520	-	- *346
Mov Cap-2 Maneuver	-	-	-	-	- -
Stage 1	-	-	-	-	*301 -
Stage 2	-	-	-	-	*36 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	* 520	-
HCM Lane V/C Ratio	-	-	-	0.078	-
HCM Control Delay (s)	-	-	-	12.5	-
HCM Lane LOS	-	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	1	1813	12	7	2514	0	3	0	14	0	0	11
Future Vol, veh/h	1	1813	12	7	2514	0	3	0	14	0	0	11
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1908	13	7	2646	0	3	0	15	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2647	0	0	1922	0	0	3255	4579	962	3617	4585	1324
Stage 1	-	-	-	-	-	-	1918	1918	-	2661	2661	-
Stage 2	-	-	-	-	-	-	1337	2661	-	956	1924	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*56	-	-	*489	-	-	*0	*0	*326	*0	*0	*38
Stage 1	-	-	-	-	-	-	*307	*269	-	*35	*31	-
Stage 2	-	-	-	-	-	-	*35	*31	-	*307	*269	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*56	-	-	*488	-	-	*0	*0	*325	*0	*0	*38
Mov Cap-2 Maneuver	-	-	-	-	-	-	*0	*0	-	*0	*0	-
Stage 1	-	-	-	-	-	-	*301	*264	-	*35	*31	-
Stage 2	-	-	-	-	-	-	*24	*31	-	*288	*264	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			16.7			136.9		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	* 56	-	-	* 488	-	-	38
HCM Lane V/C Ratio	0.055	0.019	-	-	0.015	-	-	0.305
HCM Control Delay (s)	16.7	70.5	-	-	12.5	-	-	136.9
HCM Lane LOS	C	F	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	4	1823	2506	0	2	15
Future Vol, veh/h	4	1823	2506	0	2	15
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	1960	2695	0	2	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2696	0	-	0	3684 1349
Stage 1	-	-	-	-	2696 -
Stage 2	-	-	-	-	988 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	*56	-	-	-	*0 *38
Stage 1	-	-	-	-	*35 -
Stage 2	-	-	-	-	*307 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*56	-	-	-	*0 *38
Mov Cap-2 Maneuver	-	-	-	-	*27 -
Stage 1	-	-	-	-	*33 -
Stage 2	-	-	-	-	*306 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	181.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 56	-	-	-	36
HCM Lane V/C Ratio	0.077	-	-	-	0.508
HCM Control Delay (s)	74.6	-	-	-	181.6
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	12	1786	27	19	2446	2	17	0	29	4	0	43
Future Vol, veh/h	12	1786	27	19	2446	2	17	0	29	4	0	43
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	1941	29	21	2659	2	18	0	32	4	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2662	0	0	1972	0	0	3356	4688	987	3700	4701	1332
Stage 1	-	-	-	-	-	-	1984	1984	-	2703	2703	-
Stage 2	-	-	-	-	-	-	1372	2704	-	997	1998	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*87	-	-	298	-	-	*0	*0	250	*0	*0	*58
Stage 1	-	-	-	-	-	-	*65	*108	-	*55	*48	-
Stage 2	-	-	-	-	-	-	*55	*48	-	*265	*106	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*87	-	-	297	-	-	*0	*0	250	*0	*0	*58
Mov Cap-2 Maneuver	-	-	-	-	-	-	*0	*0	-	*0	*0	-
Stage 1	-	-	-	-	-	-	*55	*92	-	*47	*44	-
Stage 2	-	-	-	-	-	-	*~ 10	*44	-	*197	*90	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.1			23			199.4		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	250	* 87	-	-	297	-	-	58
HCM Lane V/C Ratio	0.2	0.15	-	-	0.07	-	-	0.881
HCM Control Delay (s)	23	53.5	-	-	18	-	-	199.4
HCM Lane LOS	C	F	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0.2	-	-	4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
7: Via Cordova/Hunt Club Drive & SR-74

SR-74 Improvement Project
OY (2025) Build AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1759	10	2	2409	13	2	0	16	0	0	56
Future Volume (veh/h)	51	1759	10	2	2409	13	2	0	16	0	0	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	54	1871	0	2	2563	14	2	0	17	0	0	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	2440		55	2470	13	34	11	157	0	0	174
Arrive On Green	0.04	0.76	0.00	0.03	0.75	0.75	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	1619	3230	1441	1619	3294	18	61	92	1298	0	0	1441
Grp Volume(v), veh/h	54	1871	0	2	1255	1322	19	0	0	0	0	60
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1697	1451	0	0	0	0	1441
Q Serve(g_s), s	5.0	50.5	0.0	0.2	112.5	112.5	0.0	0.0	0.0	0.0	0.0	5.7
Cycle Q Clear(g_c), s	5.0	50.5	0.0	0.2	112.5	112.5	1.7	0.0	0.0	0.0	0.0	5.7
Prop In Lane	1.00		1.00	1.00		0.01	0.11		0.89	0.00		1.00
Lane Grp Cap(c), veh/h	64	2440		55	1211	1273	202	0	0	0	0	174
V/C Ratio(X)	0.85	0.77		0.04	1.04	1.04	0.09	0.00	0.00	0.00	0.00	0.35
Avail Cap(c_a), veh/h	64	2440		55	1211	1273	202	0	0	0	0	174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	10.7	0.0	70.1	18.7	18.8	58.8	0.0	0.0	0.0	0.0	60.5
Incr Delay (d2), s/veh	62.7	2.4	0.0	0.3	35.8	35.8	0.9	0.0	0.0	0.0	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	15.5	0.0	0.1	45.3	47.5	0.7	0.0	0.0	0.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	134.3	13.0	0.0	70.3	54.5	54.5	59.7	0.0	0.0	0.0	0.0	65.9
LnGrp LOS	F	B		E	F	F	E	A	A	A	A	E
Approach Vol, veh/h		1925	A		2579			19				60
Approach Delay, s/veh		16.4			54.6			59.7				65.9
Approach LOS		B			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	117.8		22.6	10.4	117.0		22.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	113.3		18.1	5.9	112.5		18.1				
Max Q Clear Time (g_c+I1), s	2.2	52.5		7.7	7.0	114.5		3.7				
Green Ext Time (p_c), s	0.0	24.8		0.2	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

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

Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔				
Traffic Vol, veh/h	0	1760	15	5	2417	0	7	0	12	0	0	0
Future Vol, veh/h	0	1760	15	5	2417	0	7	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	135	-	90	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1853	16	5	2544	0	7	0	13	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	2544	0	1853
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	178	0	*519
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	1
Mov Cap-1 Maneuver	178	-	*519
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	\$ 2723.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	5	178	-	* 519	-	-
HCM Lane V/C Ratio	4	-	-	0.01	-	-
HCM Control Delay (s)	\$ 2723.5	0	-	12	-	-
HCM Lane LOS	F	A	-	B	-	-
HCM 95th %tile Q(veh)	3.8	0	-	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	1	1771	2419	0	0	3
Future Vol, veh/h	1	1771	2419	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1884	2573	0	0	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2573	0	-	0	3517 1287
Stage 1	-	-	-	-	2573 -
Stage 2	-	-	-	-	944 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	173	-	-	-	*0 158
Stage 1	-	-	-	-	*44 -
Stage 2	-	-	-	-	*326 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	173	-	-	-	*0 158
Mov Cap-2 Maneuver	-	-	-	-	*35 -
Stage 1	-	-	-	-	*44 -
Stage 2	-	-	-	-	*326 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	28.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	173	-	-	-	158
HCM Lane V/C Ratio	0.006	-	-	-	0.02
HCM Control Delay (s)	25.9	-	-	-	28.3
HCM Lane LOS	D	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1755	16	5	2417	2	12
Future Vol, veh/h	1755	16	5	2417	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1847	17	5	2544	2	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1864	0	3138
Stage 1	-	-	-	-	1856
Stage 2	-	-	-	-	1282
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	*519	-	*346
Stage 1	-	-	-	-	*326
Stage 2	-	-	-	-	*74
Platoon blocked, %	-	-	1	-	2
Mov Cap-1 Maneuver	-	-	*519	-	*346
Mov Cap-2 Maneuver	-	-	-	-	*52
Stage 1	-	-	-	-	*323
Stage 2	-	-	-	-	*74

Approach	EB	WB	NB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	* 519	-
HCM Lane V/C Ratio	-	-	-	0.01	-
HCM Control Delay (s)	-	-	-	12	-
HCM Lane LOS	-	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↗			↔	
Traffic Vol, veh/h	2	1728	38	25	2399	2	5	0	37	0	0	18
Future Vol, veh/h	2	1728	38	25	2399	2	5	0	37	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	-	120	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1819	40	26	2525	2	5	0	39	0	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2527	0	0	1859	0	0	3158	4422	930	3492	4441	1264
Stage 1	-	-	-	-	-	-	1843	1843	-	2578	2578	-
Stage 2	-	-	-	-	-	-	1315	2579	-	914	1863	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*118	-	-	*550	-	-	*~ 1	*0	*366	*0	*0	*79
Stage 1	-	-	-	-	-	-	*345	*302	-	*74	*65	-
Stage 2	-	-	-	-	-	-	*74	*65	-	*345	*302	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*118	-	-	*550	-	-	*0	*0	*366	*0	*0	*79
Mov Cap-2 Maneuver	-	-	-	-	-	-	*0	*0	-	*0	*0	-
Stage 1	-	-	-	-	-	-	*339	*297	-	*73	*62	-
Stage 2	-	-	-	-	-	-	*54	*62	-	*303	*297	-























Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1		64.4
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	366	* 118	-	-	* 550	-	-	79
HCM Lane V/C Ratio	-	0.106	0.018	-	-	0.048	-	-	0.24
HCM Control Delay (s)	-	16	36.1	-	-	11.9	-	-	64.4
HCM Lane LOS	-	C	E	-	-	B	-	-	F
HCM 95th %tile Q(veh)	-	0.4	0.1	-	-	0.1	-	-	0.8

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
12: Reata Road & SR-74

SR-74 Improvement Project
OY (2025) Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1697	3	4	2208	27	2	3	0	21	0	217
Future Volume (veh/h)	64	1697	3	4	2208	27	2	3	0	21	0	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	67	1786	3	4	2324	28	2	3	0	22	0	228
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	2290	1022	17	2121	945	75	302	0	301	0	256
Arrive On Green	0.06	0.71	0.71	0.01	0.66	0.66	0.18	0.18	0.00	0.18	0.00	0.18
Sat Flow, veh/h	1619	3230	1441	1619	3230	1438	1171	1700	0	1436	0	1441
Grp Volume(v), veh/h	67	1786	3	4	2324	28	2	3	0	22	0	228
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1438	1171	1700	0	1436	0	1441
Q Serve(g_s), s	6.1	54.0	0.1	0.4	98.5	1.0	0.3	0.2	0.0	1.9	0.0	23.2
Cycle Q Clear(g_c), s	6.1	54.0	0.1	0.4	98.5	1.0	23.5	0.2	0.0	2.1	0.0	23.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	2290	1022	17	2121	945	75	302	0	301	0	256
V/C Ratio(X)	0.66	0.78	0.00	0.24	1.10	0.03	0.03	0.01	0.00	0.07	0.00	0.89
Avail Cap(c_a), veh/h	108	2290	1022	108	2121	945	210	499	0	467	0	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.8	14.2	6.4	73.7	25.7	9.0	71.8	50.8	0.0	51.7	0.0	60.3
Incr Delay (d2), s/veh	13.0	2.7	0.0	0.7	43.9	0.0	0.1	0.0	0.0	0.1	0.0	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	18.0	0.0	0.2	46.1	0.3	0.1	0.1	0.0	0.7	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	16.9	6.4	74.3	69.6	9.0	71.9	50.9	0.0	51.8	0.0	73.1
LnGrp LOS	F	B	A	E	F	A	E	D	A	D	A	E
Approach Vol, veh/h		1856			2356			5			250	
Approach Delay, s/veh		19.2			68.9			59.3			71.3	
Approach LOS		B			E			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	112.4		31.6	13.9	104.5		31.6				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	10.0	80.5		44.0	10.0	80.5		44.0				
Max Q Clear Time (g_c+I1), s	2.4	56.0		25.2	8.1	100.5		25.5				
Green Ext Time (p_c), s	0.0	14.8		1.4	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 OY (2025) Build AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔	↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑↑	↔↔
Traffic Volume (veh/h)	855	340	523	184	858	400	480	565	60	174	849	901
Future Volume (veh/h)	855	340	523	184	858	400	480	565	60	174	849	901
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	929	370	568	200	933	435	522	614	65	189	923	979
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	1163	519	210	1206	538	195	1485	461	81	1454	1090
Arrive On Green	0.04	0.12	0.12	0.13	0.37	0.37	0.06	0.32	0.32	0.05	0.31	0.31
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2536
Grp Volume(v), veh/h	929	370	568	200	933	435	522	614	65	189	923	979
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1268
Q Serve(g_s), s	17.5	15.7	54.0	18.4	38.2	40.7	9.3	15.6	4.8	7.5	25.6	47.0
Cycle Q Clear(g_c), s	17.5	15.7	54.0	18.4	38.2	40.7	9.3	15.6	4.8	7.5	25.6	47.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	1163	519	210	1206	538	195	1485	461	81	1454	1090
V/C Ratio(X)	2.54	0.32	1.10	0.95	0.77	0.81	2.68	0.41	0.14	2.33	0.63	0.90
Avail Cap(c_a), veh/h	366	1163	519	210	1206	538	195	1485	461	81	1454	1090
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.1	49.2	66.1	64.8	41.4	42.2	70.3	40.0	36.3	71.3	44.1	39.7
Incr Delay (d2), s/veh	696.1	0.5	61.3	47.9	4.9	12.4	770.7	0.2	0.1	637.3	0.9	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	42.8	6.9	29.7	10.4	15.9	15.9	24.5	5.9	1.7	17.4	9.6	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	768.3	49.7	127.3	112.7	46.3	54.6	841.0	40.2	36.5	708.5	45.1	49.7
LnGrp LOS	F	D	F	F	D	D	F	D	D	F	D	D
Approach Vol, veh/h		1867			1568			1201			2091	
Approach Delay, s/veh		430.9			57.1			388.1			107.2	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	60.0	13.0	53.0	22.0	62.0	12.0	54.0				
Change Period (Y+Rc), s	4.5	6.0	3.7	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	19.5	54.0	9.3	47.0	17.5	56.0	7.5	48.0				
Max Q Clear Time (g_c+Y), s	20.4	56.0	11.3	49.0	19.5	42.7	9.5	17.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	6.6	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	235.5
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 OY (2025) Build PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (veh/h)	2060	178	143	1342	265	210
Future Volume (veh/h)	2060	178	143	1342	265	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	2168	187	151	1413	279	221
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2037	908	147	2410	607	279
Arrive On Green	0.63	0.63	0.09	0.75	0.19	0.19
Sat Flow, veh/h	3315	1440	1619	3315	3141	1441
Grp Volume(v), veh/h	2168	187	151	1413	279	221
Grp Sat Flow(s),veh/h/ln	1615	1440	1619	1615	1570	1441
Q Serve(g_s), s	94.6	8.3	13.6	29.6	11.8	21.9
Cycle Q Clear(g_c), s	94.6	8.3	13.6	29.6	11.8	21.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2037	908	147	2410	607	279
V/C Ratio(X)	1.06	0.21	1.03	0.59	0.46	0.79
Avail Cap(c_a), veh/h	2037	908	147	2410	607	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	11.8	68.2	8.6	53.6	57.6
Incr Delay (d2), s/veh	39.6	0.5	82.1	1.1	2.5	20.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.5	2.7	8.9	9.4	4.9	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.3	12.3	150.3	9.7	56.1	78.0
LnGrp LOS	F	B	F	A	E	E
Approach Vol, veh/h	2355			1564	500	
Approach Delay, s/veh	62.9			23.2	65.8	
Approach LOS	E			C	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.3	99.6			116.9	33.1
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	13.6	94.6			111.9	29.0
Max Q Clear Time (g_c+I1), s	15.6	96.6			31.6	23.9
Green Ext Time (p_c), s	0.0	0.0			15.5	0.9
Intersection Summary						
HCM 6th Ctrl Delay			49.2			
HCM 6th LOS			D			

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	2243	1451	2	6	33
Future Vol, veh/h	26	2243	1451	2	6	33
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	2438	1577	2	7	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1580	0	-	0	2854 791
Stage 1	-	-	-	-	1579 -
Stage 2	-	-	-	-	1275 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	422	-	-	-	*14 337
Stage 1	-	-	-	-	*158 -
Stage 2	-	-	-	-	*133 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	422	-	-	-	*13 337
Mov Cap-2 Maneuver	-	-	-	-	*13 -
Stage 1	-	-	-	-	*147 -
Stage 2	-	-	-	-	*133 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	115.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	422	-	-	-	70
HCM Lane V/C Ratio	0.067	-	-	-	0.606
HCM Control Delay (s)	14.1	-	-	-	115.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	2231	18	12	1450	4	11
Future Vol, veh/h	2231	18	12	1450	4	11
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2399	19	13	1559	4	12

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2418	0	3216
Stage 1	-	-	-	-	2409
Stage 2	-	-	-	-	807
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	*212	-	*8
Stage 1	-	-	-	-	*133
Stage 2	-	-	-	-	*467
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*212	-	*8
Mov Cap-2 Maneuver	-	-	-	-	*8
Stage 1	-	-	-	-	*125
Stage 2	-	-	-	-	*467

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	272.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	26	-	-	* 212	-
HCM Lane V/C Ratio	0.62	-	-	0.061	-
HCM Control Delay (s)	272.4	-	-	23.1	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	1.9	-	-	0.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	28	2190	24	4	1438	0	2	0	0	0	0	21
Future Vol, veh/h	28	2190	24	4	1438	0	2	0	0	0	0	21
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	2330	26	4	1530	0	2	0	0	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1530	0	0	2357	0	0	3177	3942	1179	2763	3955	765
Stage 1	-	-	-	-	-	-	2404	2404	-	1538	1538	-
Stage 2	-	-	-	-	-	-	773	1538	-	1225	2417	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*744	-	-	*243	-	-	*4	*3	*162	*9	*3	*495
Stage 1	-	-	-	-	-	-	*152	*133	-	*467	*409	-
Stage 2	-	-	-	-	-	-	*467	*409	-	*152	*133	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*744	-	-	*242	-	-	*4	*3	*161	*9	*3	*495
Mov Cap-2 Maneuver	-	-	-	-	-	-	*4	*3	-	*9	*3	-
Stage 1	-	-	-	-	-	-	*146	*128	-	*448	*402	-
Stage 2	-	-	-	-	-	-	*439	*402	-	*146	*128	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	\$ 1275.6	12.6
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	4	* 744	-	-	* 242	-	-	495
HCM Lane V/C Ratio	0.532	0.04	-	-	0.018	-	-	0.045
HCM Control Delay (s)	\$ 1275.6	10	-	-	20.1	-	-	12.6
HCM Lane LOS	F	B	-	-	C	-	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↘	
Traffic Vol, veh/h	13	2178	1433	3	1	10
Future Vol, veh/h	13	2178	1433	3	1	10
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	2269	1493	3	1	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1498	0	-	0	2660 750
Stage 1	-	-	-	-	1497 -
Stage 2	-	-	-	-	1163 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	*744	-	-	-	*19 *495
Stage 1	-	-	-	-	*467 -
Stage 2	-	-	-	-	*171 -
Platoon blocked, %	1	-	-	-	1
Mov Cap-1 Maneuver	*742	-	-	-	*19 *494
Mov Cap-2 Maneuver	-	-	-	-	*113 -
Stage 1	-	-	-	-	*457 -
Stage 2	-	-	-	-	*171 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 742	-	-	-	378
HCM Lane V/C Ratio	0.018	-	-	-	0.03
HCM Control Delay (s)	9.9	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	24.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	16	2116	47	41	1381	3	16	0	20	4	0	40
Future Vol, veh/h	16	2116	47	41	1381	3	16	0	20	4	0	40
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	2251	50	44	1469	3	17	0	21	4	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1472	0	0	2302	0	0	3134	3871	1152	2719	3895	736
Stage 1	-	-	-	-	-	-	2311	2311	-	1559	1559	-
Stage 2	-	-	-	-	-	-	823	1560	-	1160	2336	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*786	-	-	222	-	-	*~ 5	4	194	10	3	*523
Stage 1	-	-	-	-	-	-	*40	73	-	493	432	-
Stage 2	-	-	-	-	-	-	*494	431	-	211	71	-
Platoon blocked, %	1	-	-	-	-	-	-	-	-	-	-	1
Mov Cap-1 Maneuver	*786	-	-	222	-	-	*~ 4	3	194	7	2	*523
Mov Cap-2 Maneuver	-	-	-	-	-	-	*~ 4	3	-	7	2	-
Stage 1	-	-	-	-	-	-	*39	71	-	482	347	-
Stage 2	-	-	-	-	-	-	*364	346	-	184	69	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.7			\$ 2278.7			133.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	9	* 786	-	-	222	-	-	68
HCM Lane V/C Ratio	4.255	0.022	-	-	0.196	-	-	0.688
HCM Control Delay (s)	\$ 2278.7	9.7	-	-	25.1	-	-	133.8
HCM Lane LOS	F	A	-	-	D	-	-	F
HCM 95th %tile Q(veh)	6	0.1	-	-	0.7	-	-	3.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
7: Via Cordova/Hunt Club Drive & SR-74

SR-74 Improvement Project
OY (2025) Build PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↖	↖	↗↗			↕			↕	
Traffic Volume (veh/h)	38	2084	18	9	1381	10	5	0	14	5	0	37
Future Volume (veh/h)	38	2084	18	9	1381	10	5	0	14	5	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	40	2217	0	10	1469	11	5	0	15	5	0	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	2266		19	2127	16	81	19	178	48	16	211
Arrive On Green	0.07	0.70	0.00	0.01	0.65	0.65	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1619	3230	1441	1619	3286	25	247	115	1087	70	96	1289
Grp Volume(v), veh/h	40	2217	0	10	722	758	20	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1696	1449	0	0	1454	0	0
Q Serve(g_s), s	2.6	71.8	0.0	0.7	31.3	31.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	71.8	0.0	0.7	31.3	31.4	1.2	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.25		0.75	0.11		0.89
Lane Grp Cap(c), veh/h	107	2266		19	1045	1097	278	0	0	274	0	0
V/C Ratio(X)	0.37	0.98		0.52	0.69	0.69	0.07	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	107	2266		74	1045	1097	278	0	0	274	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.2	15.6	0.0	54.0	12.4	12.4	39.0	0.0	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	2.1	14.4	0.0	19.6	3.7	3.6	0.5	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	24.2	0.0	0.4	10.5	11.0	0.5	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	30.0	0.0	73.7	16.1	16.0	39.5	0.0	0.0	40.9	0.0	0.0
LnGrp LOS	D	C		E	B	B	D	A	A	D	A	A
Approach Vol, veh/h		2257	A		1490			20				44
Approach Delay, s/veh		30.4			16.4			39.5				40.9
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	81.7		22.5	11.8	75.7		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	73.5		18.0	7.3	71.2		18.0				
Max Q Clear Time (g_c+I1), s	2.7	73.8		4.8	4.6	33.4		3.2				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	12.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔				
Traffic Vol, veh/h	0	2093	10	17	1395	0	5	0	11	0	0	0
Future Vol, veh/h	0	2093	10	17	1395	0	5	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	135	-	90	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2180	10	18	1453	0	5	0	11	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1453	0	2180
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	472	0	*323
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	1
Mov Cap-1 Maneuver	472	-	*323
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	204.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	32	472	-	* 323	-	-
HCM Lane V/C Ratio	0.521	-	-	0.055	-	-
HCM Control Delay (s)	204.6	0	-	16.8	-	-
HCM Lane LOS	F	A	-	C	-	-
HCM 95th %tile Q(veh)	1.7	0	-	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	5	2099	1412	0	1	0
Future Vol, veh/h	5	2099	1412	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2257	1518	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1518	0	-	0	2657 759
Stage 1	-	-	-	-	1518 -
Stage 2	-	-	-	-	1139 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	446	-	-	-	*19 353
Stage 1	-	-	-	-	*171 -
Stage 2	-	-	-	-	*203 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	446	-	-	-	*19 353
Mov Cap-2 Maneuver	-	-	-	-	*92 -
Stage 1	-	-	-	-	*169 -
Stage 2	-	-	-	-	*203 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	44.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	446	-	-	-	92
HCM Lane V/C Ratio	0.012	-	-	-	0.012
HCM Control Delay (s)	13.2	-	-	-	44.6
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	2087	13	18	1408	5	15
Future Vol, veh/h	2087	13	18	1408	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2197	14	19	1482	5	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2211	0	2983
Stage 1	-	-	-	-	2204
Stage 2	-	-	-	-	779
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	*323	-	*11
Stage 1	-	-	-	-	*203
Stage 2	-	-	-	-	*481
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*323	-	*10
Mov Cap-2 Maneuver	-	-	-	-	*127
Stage 1	-	-	-	-	*191
Stage 2	-	-	-	-	*481

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	* 323	-
HCM Lane V/C Ratio	0.115	-	-	0.059	-
HCM Control Delay (s)	27.2	-	-	16.8	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕↔		↔	↕			↕↔	
Traffic Vol, veh/h	3	2077	21	84	1413	0	0	0	74	0	0	13
Future Vol, veh/h	3	2077	21	84	1413	0	0	0	74	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	-	120	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2186	22	88	1487	0	0	0	78	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1487	0	0	2208	0	0	3123	3866	1104	2762	3877	744
Stage 1	-	-	-	-	-	-	2203	2203	-	1663	1663	-
Stage 2	-	-	-	-	-	-	920	1663	-	1099	2214	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*766	-	-	*365	-	-	*5	*4	*243	*9	*4	*510
Stage 1	-	-	-	-	-	-	*229	*201	-	*398	*366	-
Stage 2	-	-	-	-	-	-	*481	*366	-	*229	*201	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*766	-	-	*365	-	-	*4	*3	*243	*5	*3	*510
Mov Cap-2 Maneuver	-	-	-	-	-	-	*4	*3	-	*5	*3	-
Stage 1	-	-	-	-	-	-	*229	*200	-	*396	*278	-
Stage 2	-	-	-	-	-	-	*355	*278	-	*155	*200	-























Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	26.7	12.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	243	*766	-	-	*365	-	-	510
HCM Lane V/C Ratio	-	0.321	0.004	-	-	0.242	-	-	0.027
HCM Control Delay (s)	0	26.7	9.7	-	-	18	-	-	12.3
HCM Lane LOS		A	D	A	-	C	-	-	B
HCM 95th %tile Q(veh)	-	1.3	0	-	-	0.9	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 12: Reata Road & SR-74

SR-74 Improvement Project
 OY (2025) Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	2026	3	10	1382	25	2	0	4	32	0	113
Future Volume (veh/h)	122	2026	3	10	1382	25	2	0	4	32	0	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	128	2133	3	11	1455	26	2	0	4	34	0	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	2424	1059	40	2208	985	102	0	172	218	0	174
Arrive On Green	0.09	0.75	0.75	0.03	0.91	0.91	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1619	3230	1411	1619	3230	1441	1288	0	1410	1424	0	1430
Grp Volume(v), veh/h	128	2133	3	11	1455	26	2	0	4	34	0	119
Grp Sat Flow(s),veh/h/ln	1619	1615	1411	1619	1615	1441	1288	0	1410	1424	0	1430
Q Serve(g_s), s	11.7	72.8	0.1	1.0	15.3	0.3	0.2	0.0	0.4	3.2	0.0	12.0
Cycle Q Clear(g_c), s	11.7	72.8	0.1	1.0	15.3	0.3	12.2	0.0	0.4	3.6	0.0	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	2424	1059	40	2208	985	102	0	172	218	0	174
V/C Ratio(X)	0.87	0.88	0.00	0.28	0.66	0.03	0.02	0.00	0.02	0.16	0.00	0.68
Avail Cap(c_a), veh/h	172	2424	1059	108	2208	985	323	0	414	462	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.26	0.26	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.2	13.8	4.7	71.3	2.8	2.2	68.9	0.0	58.0	59.6	0.0	63.1
Incr Delay (d2), s/veh	31.2	5.0	0.0	1.0	0.4	0.0	0.1	0.0	0.1	0.3	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	23.2	0.0	0.4	2.4	0.1	0.1	0.0	0.1	1.2	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.5	18.7	4.7	72.2	3.3	2.2	69.0	0.0	58.1	59.9	0.0	67.8
LnGrp LOS	F	B	A	E	A	A	E	A	E	E	A	E
Approach Vol, veh/h		2264			1492			6				153
Approach Delay, s/veh		23.2			3.7			61.7				66.0
Approach LOS		C			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	118.6		23.3	18.2	108.5		23.3				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	10.0	80.5		44.0	15.9	74.6		44.0				
Max Q Clear Time (g_c+I1), s	3.0	74.8		14.0	13.7	17.3		14.2				
Green Ext Time (p_c), s	0.0	5.1		0.8	0.1	15.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.5								
HCM 6th LOS				B								
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 OY (2025) Build PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	797	1008	257	84	382	161	335	653	153	377	543	700
Future Volume (veh/h)	797	1008	257	84	382	161	335	653	153	377	543	700
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	857	1084	276	90	411	173	360	702	165	405	584	753
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1302	581	108	1184	528	153	1485	461	113	1609	1122
Arrive On Green	0.17	0.67	0.67	0.07	0.37	0.37	0.05	0.32	0.32	0.07	0.35	0.35
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2479
Grp Volume(v), veh/h	857	1084	276	90	411	173	360	702	165	405	584	753
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1240
Q Serve(g_s), s	15.5	37.4	13.8	8.2	13.9	13.0	7.3	18.2	13.2	10.5	14.1	36.0
Cycle Q Clear(g_c), s	15.5	37.4	13.8	8.2	13.9	13.0	7.3	18.2	13.2	10.5	14.1	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1302	581	108	1184	528	153	1485	461	113	1609	1122
V/C Ratio(X)	2.64	0.83	0.48	0.83	0.35	0.33	2.36	0.47	0.36	3.57	0.36	0.67
Avail Cap(c_a), veh/h	325	1302	581	124	1184	528	153	1485	461	113	1609	1122
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	20.7	16.9	69.2	34.5	34.2	71.3	40.9	39.2	69.8	36.6	32.6
Incr Delay (d2), s/veh	742.6	3.2	1.4	32.8	0.8	1.7	629.6	1.1	2.2	1179.7	0.6	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	39.1	10.0	3.9	4.4	5.6	4.8	16.3	7.0	5.0	41.4	5.3	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	804.6	24.0	18.2	101.9	35.3	35.8	701.0	41.9	41.3	1249.5	37.3	35.8
LnGrp LOS	F	C	B	F	D	D	F	D	D	F	D	D
Approach Vol, veh/h		2217			674			1227			1742	
Approach Delay, s/veh		325.0			44.3			235.2			318.5	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	54.0	14.5	66.5	11.0	58.0	20.0	61.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	3.7	6.0	4.5	6.0				
Max Green Setting (Gmax), s	10.5	48.0	11.5	59.0	7.3	52.0	15.5	55.0				
Max Q Clear Time (g_c+1/2g), s	11.5	20.2	10.2	39.4	9.3	38.0	17.5	15.9				
Green Ext Time (p_c), s	0.0	5.3	0.0	8.2	0.0	5.8	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	272.0
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 DY (2045) NB AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1379	339	258	2409	416	248
Future Volume (veh/h)	1379	339	258	2409	416	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	1499	368	280	2618	452	270
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1702	758	204	2228	688	316
Arrive On Green	0.53	0.53	0.13	0.69	0.22	0.22
Sat Flow, veh/h	3315	1438	1619	3315	3141	1441
Grp Volume(v), veh/h	1499	368	280	2618	452	270
Grp Sat Flow(s),veh/h/ln	1615	1438	1619	1615	1570	1441
Q Serve(g_s), s	41.0	16.3	12.6	69.0	13.1	18.0
Cycle Q Clear(g_c), s	41.0	16.3	12.6	69.0	13.1	18.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1702	758	204	2228	688	316
V/C Ratio(X)	0.88	0.49	1.37	1.17	0.66	0.86
Avail Cap(c_a), veh/h	1702	758	204	2228	911	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	15.0	43.7	15.5	35.6	37.5
Incr Delay (d2), s/veh	6.9	2.2	195.5	83.8	1.1	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	5.3	16.0	45.0	5.0	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	17.3	239.2	99.3	36.7	50.1
LnGrp LOS	C	B	F	F	D	D
Approach Vol, veh/h	1867			2898	722	
Approach Delay, s/veh	25.7			112.9	41.7	
Approach LOS	C			F	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.3	57.7			74.0	26.0
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	12.6	45.6			61.9	29.0
Max Q Clear Time (g_c+I1), s	14.6	43.0			71.0	20.0
Green Ext Time (p_c), s	0.0	2.2			0.0	1.9
Intersection Summary						
HCM 6th Ctrl Delay			73.8			
HCM 6th LOS			E			

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	17	1610	2637	3	11	30
Future Vol, veh/h	17	1610	2637	3	11	30
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	1695	2776	3	12	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2780	0	-	0	3663 1391
Stage 1	-	-	-	-	2779 -
Stage 2	-	-	-	-	884 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	143	-	-	-	*~0 134
Stage 1	-	-	-	-	*34 -
Stage 2	-	-	-	-	*411 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	143	-	-	-	*0 134
Mov Cap-2 Maneuver	-	-	-	-	*0 -
Stage 1	-	-	-	-	*30 -
Stage 2	-	-	-	-	*411 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	44.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	143	-	-	-	134
HCM Lane V/C Ratio	0.125	-	-	-	0.322
HCM Control Delay (s)	33.7	-	-	-	44.1
HCM Lane LOS	D	-	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	1.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	227.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1589	32	67	2620	20	66
Future Vol, veh/h	1589	32	67	2620	20	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1690	34	71	2787	21	70

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1724	0	3243
Stage 1	-	-	-	-	1707
Stage 2	-	-	-	-	1536
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	*655	-	*~ 2
Stage 1	-	-	-	-	*411
Stage 2	-	-	-	-	*167
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*655	-	*~ 1
Mov Cap-2 Maneuver	-	-	-	-	*~ 1
Stage 1	-	-	-	-	*367
Stage 2	-	-	-	-	*167

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	\$ 11612.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	4	-	-	* 655	-
HCM Lane V/C Ratio	22.872	-	-	0.109	-
HCM Control Delay (s)	\$ 11612.7	-	-	11.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	13.5	-	-	0.4	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	34.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	1	1629	25	14	2667	0	7	0	28	0	0	13
Future Vol, veh/h	1	1629	25	14	2667	0	7	0	28	0	0	13
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1715	26	15	2807	0	7	0	29	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2808	0	0	1742	0	0	3165	4569	872	3698	4582	1405
Stage 1	-	-	-	-	-	-	1731	1731	-	2838	2838	-
Stage 2	-	-	-	-	-	-	1434	2838	-	860	1744	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	140	-	-	*609	-	-	*~ 1	*0	*405	*0	*0	131
Stage 1	-	-	-	-	-	-	*382	*335	-	*18	*39	-
Stage 2	-	-	-	-	-	-	*143	*39	-	*382	*335	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	140	-	-	*608	-	-	*~ 1	*0	*405	*0	*0	131
Mov Cap-2 Maneuver	-	-	-	-	-	-	*~ 1	*0	-	*0	*0	-
Stage 1	-	-	-	-	-	-	*379	*332	-	*18	*38	-
Stage 2	-	-	-	-	-	-	*125	*38	-	*352	*332	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			\$ 4265.2			35.7		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	5	140	-	-	* 608	-	-	131
HCM Lane V/C Ratio	7.368	0.008	-	-	0.024	-	-	0.104
HCM Control Delay (s)	\$ 4265.2	30.9	-	-	11.1	-	-	35.7
HCM Lane LOS	F	D	-	-	B	-	-	E
HCM 95th %tile Q(veh)	6.2	0	-	-	0.1	-	-	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	5	1652	2665	0	2	16
Future Vol, veh/h	5	1652	2665	0	2	16
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	1776	2866	0	2	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2867	0	-	0	3765 1434
Stage 1	-	-	-	-	2867 -
Stage 2	-	-	-	-	898 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	132	-	-	-	*0 126
Stage 1	-	-	-	-	*30 -
Stage 2	-	-	-	-	*382 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	132	-	-	-	*0 126
Mov Cap-2 Maneuver	-	-	-	-	*25 -
Stage 1	-	-	-	-	*29 -
Stage 2	-	-	-	-	*382 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	57.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	132	-	-	-	87
HCM Lane V/C Ratio	0.041	-	-	-	0.222
HCM Control Delay (s)	33.4	-	-	-	57.8
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	235.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	13	1585	56	40	2583	2	35	0	58	4	0	47
Future Vol, veh/h	13	1585	56	40	2583	2	35	0	58	4	0	47
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	1704	60	43	2777	2	38	0	62	4	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2780	0	0	1766	0	0	3239	4630	884	3745	4659	1391
Stage 1	-	-	-	-	-	-	1764	1764	-	2865	2865	-
Stage 2	-	-	-	-	-	-	1475	2866	-	880	1794	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	143	-	-	358	-	-	~4	1	292	~2	1	134
Stage 1	-	-	-	-	-	-	89	139	-	17	38	-
Stage 2	-	-	-	-	-	-	135	38	-	312	134	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	143	-	-	357	-	-	~2	1	291	~1	1	134
Mov Cap-2 Maneuver	-	-	-	-	-	-	~2	1	-	~1	1	-
Stage 1	-	-	-	-	-	-	80	125	-	15	33	-
Stage 2	-	-	-	-	-	-	74	33	-	221	121	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			\$ 9975.5			\$ 2231.7		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		5	143	-	-	357	-	12
HCM Lane V/C Ratio		20	0.098	-	-	0.12	-	4.57
HCM Control Delay (s)		\$ 9975.5	32.9	-	-	16.5	-	\$ 2231.7
HCM Lane LOS		F	D	-	-	C	-	F
HCM 95th %tile Q(veh)		14.5	0.3	-	-	0.4	-	7.9

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	15.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↔			↔	
Traffic Vol, veh/h	60	1565	22	3	2558	13	4	0	31	0	0	64
Future Vol, veh/h	60	1565	22	3	2558	13	4	0	31	0	0	64
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	155	-	160	115	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	1665	23	3	2721	14	4	0	33	0	0	68

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	2721	0	-	1668	0	0	4557	4523	1668	4537	4523	2721
Stage 1	-	-	-	-	-	-	1796	1796	-	2727	2727	-
Stage 2	-	-	-	-	-	-	2761	2727	-	1810	1796	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	151	-	0	390	-	0	~1	1	120	1	1	~27
Stage 1	-	-	0	-	-	0	104	134	-	29	44	-
Stage 2	-	-	0	-	-	0	28	44	-	102	134	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	151	-	-	389	-	-	-	1	120	0	1	~27
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	1	-	0	1	-
Stage 1	-	-	-	-	-	-	60	77	-	17	44	-
Stage 2	-	-	-	-	-	-	-	44	-	43	77	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0		\$ 998.9
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	151	-	389	-	27
HCM Lane V/C Ratio	-	0.423	-	0.008	-	2.522
HCM Control Delay (s)	-	45.3	-	14.3	-	\$ 998.9
HCM Lane LOS	-	E	-	B	-	F
HCM 95th %tile Q(veh)	-	1.9	-	0	-	8.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	37.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕				
Traffic Vol, veh/h	0	1566	30	11	2560	0	14	0	26	0	0	0
Future Vol, veh/h	0	1566	30	11	2560	0	14	0	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	115	-	115	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1648	32	12	2695	0	15	0	27	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	2695	0	1648
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	155	0	397
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	155	-	397
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	\$ 3889.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	6	155	-	397	-	-
HCM Lane V/C Ratio	7.018	-	-	0.029	-	-
HCM Control Delay (s)	\$ 3889.7	0	-	14.3	-	-
HCM Lane LOS	F	A	-	B	-	-
HCM 95th %tile Q(veh)	6.8	0	-	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1591	2568	0	0	3
Future Vol, veh/h	1	1591	2568	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1693	2732	0	0	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2732	0	0 4427 2732
Stage 1	-	-	- 2732 -
Stage 2	-	-	- 1695 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	150	-	- 2 27
Stage 1	-	-	- 49 -
Stage 2	-	-	- 165 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	150	-	- 2 27
Mov Cap-2 Maneuver	-	-	- 2 -
Stage 1	-	-	- 49 -
Stage 2	-	-	- 165 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	155.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	150	-	-	-	27
HCM Lane V/C Ratio	0.007	-	-	-	0.118
HCM Control Delay (s)	29.2	-	-	-	155.5
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection						
Int Delay, s/veh	8.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	1564	27	10	2564	4	26
Future Vol, veh/h	1564	27	10	2564	4	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1646	28	11	2699	4	27

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1674	0	4381 1660
Stage 1	-	-	-	-	1660 -
Stage 2	-	-	-	-	2721 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	388	-	~ 2 122
Stage 1	-	-	-	-	172 -
Stage 2	-	-	-	-	49 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	388	-	~ 2 122
Mov Cap-2 Maneuver	-	-	-	-	~ 2 -
Stage 1	-	-	-	-	167 -
Stage 2	-	-	-	-	49 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	\$ 1128.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	14	-	-	388	-
HCM Lane V/C Ratio	2.256	-	-	0.027	-
HCM Control Delay (s)	\$ 1128.5	-	-	14.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	4.7	-	-	0.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	2	1511	77	58	2522	2	10	0	79	0	0	42
Future Vol, veh/h	2	1511	77	58	2522	2	10	0	79	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	75	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1591	81	61	2655	2	11	0	83	0	0	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2657	0	0	1672	0	0	4436	4415	1632	4455	4454	2656
Stage 1	-	-	-	-	-	-	1636	1636	-	2778	2778	-
Stage 2	-	-	-	-	-	-	2800	2779	-	1677	1676	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	161	-	-	389	-	-	~1	2	127	1	1	~30
Stage 1	-	-	-	-	-	-	128	160	-	27	42	-
Stage 2	-	-	-	-	-	-	26	42	-	122	153	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	161	-	-	389	-	-	-	2	127	0	1	~30
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	2	-	0	1	-
Stage 1	-	-	-	-	-	-	126	158	-	27	35	-
Stage 2	-	-	-	-	-	-	-	35	-	42	151	-























Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4		\$ 533.1
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	127	161	-	-	389	-	-	30
HCM Lane V/C Ratio	-	0.655	0.013	-	-	0.157	-	-	1.474
HCM Control Delay (s)	-	75.6	27.7	-	-	16	-	-	\$ 533.1
HCM Lane LOS	-	F	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	-	3.5	0	-	-	0.6	-	-	5.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 12: Reata Road & SR-74

SR-74 Improvement Project
 DY (2045) NB AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1513	3	5	2297	38	2	3	0	34	0	284
Future Volume (veh/h)	74	1513	3	5	2297	38	2	3	0	34	0	284
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	78	1593	3	5	2418	40	2	3	0	36	0	299
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	2016	899	21	1808	805	96	397	0	394	0	337
Arrive On Green	0.08	0.62	0.62	0.01	0.56	0.56	0.23	0.23	0.00	0.23	0.00	0.23
Sat Flow, veh/h	1619	3230	1441	1619	3230	1438	1097	1700	0	1436	0	1441
Grp Volume(v), veh/h	78	1593	3	5	2418	40	2	3	0	36	0	299
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1438	1097	1700	0	1436	0	1441
Q Serve(g_s), s	5.6	43.9	0.1	0.4	67.2	1.5	0.2	0.2	0.0	2.4	0.0	24.1
Cycle Q Clear(g_c), s	5.6	43.9	0.1	0.4	67.2	1.5	24.3	0.2	0.0	2.5	0.0	24.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	2016	899	21	1808	805	96	397	0	394	0	337
V/C Ratio(X)	0.62	0.79	0.00	0.24	1.34	0.05	0.02	0.01	0.00	0.09	0.00	0.89
Avail Cap(c_a), veh/h	209	2016	899	209	1808	805	251	638	0	597	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.7	16.7	8.5	58.7	26.4	12.0	56.2	35.3	0.0	36.3	0.0	44.5
Incr Delay (d2), s/veh	5.0	3.2	0.0	0.5	152.0	0.0	0.1	0.0	0.0	0.1	0.0	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	15.0	0.0	0.2	61.1	0.5	0.1	0.1	0.0	0.8	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	20.0	8.5	59.2	178.4	12.0	56.3	35.3	0.0	36.4	0.0	54.9
LnGrp LOS	E	B	A	E	F	B	E	D	A	D	A	D
Approach Vol, veh/h		1674			2463			5				335
Approach Delay, s/veh		21.7			175.5			43.7				52.9
Approach LOS		C			F			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	80.9		33.1	13.8	73.2		33.1				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	15.5	44.0		45.0	15.5	44.0		45.0				
Max Q Clear Time (g_c+I1), s	2.4	45.9		26.1	7.6	69.2		26.3				
Green Ext Time (p_c), s	0.0	0.0		2.0	0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	108.7
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 DY (2045) NB AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	697	387	463	260	1002	739	473	787	78	315	1246	865
Future Volume (veh/h)	697	387	463	260	1002	739	473	787	78	315	1246	865
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	758	421	503	283	1089	803	514	855	85	342	1354	940
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1098	490	221	1206	538	237	1547	480	81	1454	1056
Arrive On Green	0.10	0.34	0.34	0.14	0.37	0.37	0.08	0.33	0.33	0.05	0.31	0.31
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2536
Grp Volume(v), veh/h	758	421	503	283	1089	803	514	855	85	342	1354	940
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1268
Q Serve(g_s), s	15.5	14.8	51.0	20.5	47.8	56.0	11.3	22.6	6.3	7.5	42.4	47.0
Cycle Q Clear(g_c), s	15.5	14.8	51.0	20.5	47.8	56.0	11.3	22.6	6.3	7.5	42.4	47.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1098	490	221	1206	538	237	1547	480	81	1454	1056
V/C Ratio(X)	2.34	0.38	1.03	1.28	0.90	1.49	2.17	0.55	0.18	4.22	0.93	0.89
Avail Cap(c_a), veh/h	325	1098	490	221	1206	538	237	1547	480	81	1454	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3	37.6	49.5	64.8	44.4	47.0	69.4	40.9	35.4	71.3	49.9	40.6
Incr Delay (d2), s/veh	608.0	0.8	42.0	155.6	11.1	231.5	541.3	0.4	0.2	1479.7	11.0	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	33.5	5.9	23.5	17.9	20.4	53.9	22.3	8.5	2.2	36.3	17.1	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	675.3	38.3	91.5	220.4	55.5	278.5	610.6	41.3	35.6	1550.9	60.9	50.1
LnGrp LOS	F	D	F	F	E	F	F	D	D	F	E	D
Approach Vol, veh/h		1682			2175			1454			2636	
Approach Delay, s/veh		341.3			159.3			242.2			250.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	57.0	15.0	53.0	20.0	62.0	12.0	56.0				
Change Period (Y+Rc), s	4.5	6.0	3.7	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	20.5	51.0	11.3	47.0	15.5	56.0	7.5	50.0				
Max Q Clear Time (g_c+20.5), s	20.5	53.0	13.3	49.0	17.5	58.0	9.5	24.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1				

Intersection Summary

HCM 6th Ctrl Delay	243.2
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 DY (2045) NB PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘↘	↘
Traffic Volume (veh/h)	2116	223	144	1329	355	194
Future Volume (veh/h)	2116	223	144	1329	355	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	2227	235	152	1399	374	204
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1985	885	177	2437	532	244
Arrive On Green	0.61	0.61	0.11	0.75	0.17	0.17
Sat Flow, veh/h	3315	1440	1619	3315	3141	1441
Grp Volume(v), veh/h	2227	235	152	1399	374	204
Grp Sat Flow(s),veh/h/ln	1615	1440	1619	1615	1570	1441
Q Serve(g_s), s	73.7	9.0	11.1	22.5	13.5	16.4
Cycle Q Clear(g_c), s	73.7	9.0	11.1	22.5	13.5	16.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1985	885	177	2437	532	244
V/C Ratio(X)	1.12	0.27	0.86	0.57	0.70	0.84
Avail Cap(c_a), veh/h	1985	885	224	2437	929	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	10.7	52.5	6.4	47.0	48.2
Incr Delay (d2), s/veh	62.2	0.7	22.7	1.0	1.7	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	41.7	2.9	5.5	6.3	5.3	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	85.3	11.4	75.3	7.4	48.7	55.6
LnGrp LOS	F	B	E	A	D	E
Approach Vol, veh/h	2462			1551	578	
Approach Delay, s/veh	78.3			14.0	51.1	
Approach LOS	E			B	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.8	78.7			95.6	24.4
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	16.6	55.1			75.4	35.5
Max Q Clear Time (g_c+I1), s	13.1	75.7			24.5	18.4
Green Ext Time (p_c), s	0.1	0.0			14.4	1.9
Intersection Summary						
HCM 6th Ctrl Delay			53.1			
HCM 6th LOS			D			

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	30	2280	1437	3	6	36
Future Vol, veh/h	30	2280	1437	3	6	36
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	2478	1562	3	7	39

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1566	0	0 2870 784
Stage 1	-	-	- 1565 -
Stage 2	-	-	- 1305 -
Critical Hdwy	4.1	-	- 6.8 6.9
Critical Hdwy Stg 1	-	-	- 5.8 -
Critical Hdwy Stg 2	-	-	- 5.8 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	427	-	- *7 340
Stage 1	-	-	- *161 -
Stage 2	-	-	- *127 -
Platoon blocked, %		-	- 1
Mov Cap-1 Maneuver	427	-	- *7 340
Mov Cap-2 Maneuver	-	-	- *7 -
Stage 1	-	-	- *148 -
Stage 2	-	-	- *127 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	290.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	427	-	-	-	44
HCM Lane V/C Ratio	0.076	-	-	-	1.038
HCM Control Delay (s)	14.1	-	-	-	290.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	4.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	2260	26	18	1433	7	20
Future Vol, veh/h	2260	26	18	1433	7	20
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2430	28	19	1541	8	22

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2458	0	3254 1229
Stage 1	-	-	-	-	2444 -
Stage 2	-	-	-	-	810 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	*202	-	*0 *135
Stage 1	-	-	-	-	*127 -
Stage 2	-	-	-	-	*403 -
Platoon blocked, %	-	-	1	-	1 1
Mov Cap-1 Maneuver	-	-	*202	-	*0 *135
Mov Cap-2 Maneuver	-	-	-	-	*0 -
Stage 1	-	-	-	-	*115 -
Stage 2	-	-	-	-	*403 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	38.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	135	-	-	* 202	-
HCM Lane V/C Ratio	0.215	-	-	0.096	-
HCM Control Delay (s)	38.8	-	-	24.7	-
HCM Lane LOS	E	-	-	C	-
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	31	2200	49	10	1396	0	3	0	0	0	0	52
Future Vol, veh/h	31	2200	49	10	1396	0	3	0	0	0	0	52
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	2340	52	11	1485	0	3	0	0	0	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1485	0	0	2393	0	0	3198	3940	1197	2743	3966	743
Stage 1	-	-	-	-	-	-	2433	2433	-	1507	1507	-
Stage 2	-	-	-	-	-	-	765	1507	-	1236	2459	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	459	-	-	*241	-	-	*~0	*0	*160	*19	*0	362
Stage 1	-	-	-	-	-	-	*151	*132	-	*129	*185	-
Stage 2	-	-	-	-	-	-	*366	*185	-	*151	*132	-
Platoon blocked, %		-	-	1	-	-	1	1	1	1	1	
Mov Cap-1 Maneuver	459	-	-	*241	-	-	*0	*0	*160	*17	*0	362
Mov Cap-2 Maneuver	-	-	-	-	-	-	*0	*0	-	*17	*0	-
Stage 1	-	-	-	-	-	-	*140	*123	-	*120	*176	-
Stage 2	-	-	-	-	-	-	*296	*176	-	*140	*123	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1		16.7
HCM LOS			-	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	459	-	-	*241	-	-	362
HCM Lane V/C Ratio	-	0.072	-	-	0.044	-	-	0.153
HCM Control Delay (s)	-	13.4	-	-	20.6	-	-	16.7
HCM Lane LOS	-	B	-	-	C	-	-	C
HCM 95th %tile Q(veh)	-	0.2	-	-	0.1	-	-	0.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	2186	1394	4	1	12
Future Vol, veh/h	14	2186	1394	4	1	12
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	2277	1452	4	1	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1458	0	-	0	2625 730
Stage 1	-	-	-	-	1456 -
Stage 2	-	-	-	-	1169 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	470	-	-	-	*56 369
Stage 1	-	-	-	-	*184 -
Stage 2	-	-	-	-	*175 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	469	-	-	-	*54 368
Mov Cap-2 Maneuver	-	-	-	-	*101 -
Stage 1	-	-	-	-	*178 -
Stage 2	-	-	-	-	*175 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	469	-	-	-	306
HCM Lane V/C Ratio	0.031	-	-	-	0.044
HCM Control Delay (s)	12.9	-	-	-	17.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	162.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	17	2079	91	92	1279	3	30	0	39	10	0	89
Future Vol, veh/h	17	2079	91	92	1279	3	30	0	39	10	0	89
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	2212	97	98	1361	3	32	0	41	11	0	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1364	0	0	2310	0	0	3175	3858	1156	2701	3905	682
Stage 1	-	-	-	-	-	-	2298	2298	-	1559	1559	-
Stage 2	-	-	-	-	-	-	877	1560	-	1142	2346	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	510	-	-	220	-	-	~4	4	193	~10	3	397
Stage 1	-	-	-	-	-	-	41	74	-	120	175	-
Stage 2	-	-	-	-	-	-	314	175	-	217	70	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	510	-	-	220	-	-	~2	2	193	~5	2	397
Mov Cap-2 Maneuver	-	-	-	-	-	-	~2	2	-	~5	2	-
Stage 1	-	-	-	-	-	-	40	71	-	116	97	-
Stage 2	-	-	-	-	-	-	133	97	-	164	67	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.3	\$ 7575.7	\$ 805.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		5	510	-	-	220	-	45
HCM Lane V/C Ratio	14.681	0.035	-	-	0.445	-	-	2.34
HCM Control Delay (s)	\$ 7575.7	12.3	-	-	33.9	-	-	\$ 805.2
HCM Lane LOS		F	B	-	-	D	-	F
HCM 95th %tile Q(veh)		11	0.1	-	-	2.1	-	11.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	90.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↔			↔	
Traffic Vol, veh/h	47	2047	34	13	1314	11	12	0	22	5	0	48
Future Vol, veh/h	47	2047	34	13	1314	11	12	0	22	5	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	155	-	160	115	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	50	2178	36	14	1398	12	13	0	23	5	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1398	0	-	2178	0	0	3730	3704	2178	3716	3704	1398
Stage 1	-	-	-	-	-	-	2278	2278	-	1426	1426	-
Stage 2	-	-	-	-	-	-	1452	1426	-	2290	2278	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	495	-	0	248	-	0	~2	5	59	~3	5	174
Stage 1	-	-	0	-	-	0	54	76	-	170	203	-
Stage 2	-	-	0	-	-	0	164	203	-	53	76	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	495	-	-	248	-	-	~1	4	59	~2	4	174
Mov Cap-2 Maneuver	-	-	-	-	-	-	~1	4	-	~2	4	-
Stage 1	-	-	-	-	-	-	49	68	-	153	192	-
Stage 2	-	-	-	-	-	-	109	192	-	29	68	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			\$ 7256.4			\$ 1307.2		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	SBLn1	
Capacity (veh/h)		3	495	-	248	-	19
HCM Lane V/C Ratio	12.057	0.101	-	0.056	-	2.968	
HCM Control Delay (s)	\$ 7256.4	13.1	-	20.4	-	\$ 1307.2	
HCM Lane LOS		F	B	-	C	-	F
HCM 95th %tile Q(veh)		6.3	0.3	-	0.2	-	7.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	13.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕				
Traffic Vol, veh/h	0	2057	17	30	1326	0	11	0	24	0	0	0
Future Vol, veh/h	0	2057	17	30	1326	0	11	0	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	115	-	115	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2143	18	31	1381	0	11	0	25	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1381	0	2143
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	2.2
Pot Cap-1 Maneuver	503	0	256
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	503	-	256
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	\$ 1280.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	14	503	-	256	-	-
HCM Lane V/C Ratio	2.604	-	-	0.122	-	-
HCM Control Delay (s)	\$ 1280.1	0	-	21	-	-
HCM Lane LOS	F	A	-	C	-	-
HCM 95th %tile Q(veh)	5.4	0	-	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	
Traffic Vol, veh/h	5	2076	1356	0	1	0
Future Vol, veh/h	5	2076	1356	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2232	1458	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1458	0	-	0	3700 1458
Stage 1	-	-	-	-	1458 -
Stage 2	-	-	-	-	2242 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	470	-	-	-	5 161
Stage 1	-	-	-	-	216 -
Stage 2	-	-	-	-	88 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	470	-	-	-	5 161
Mov Cap-2 Maneuver	-	-	-	-	5 -
Stage 1	-	-	-	-	214 -
Stage 2	-	-	-	-	88 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 866
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	470	-	-	-	5
HCM Lane V/C Ratio	0.011	-	-	-	0.215
HCM Control Delay (s)	12.7	-	-	-	\$ 866
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	17					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	2054	23	32	1347	11	31
Future Vol, veh/h	2054	23	32	1347	11	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2162	24	34	1418	12	33

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	2186	0	3660 2174
Stage 1	-	-	-	-	2174 -
Stage 2	-	-	-	-	1486 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	246	-	~ 6 60
Stage 1	-	-	-	-	95 -
Stage 2	-	-	-	-	209 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	246	-	~ 5 60
Mov Cap-2 Maneuver	-	-	-	-	~ 5 -
Stage 1	-	-	-	-	82 -
Stage 2	-	-	-	-	209 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	\$ 1397.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	15	-	-	246	-
HCM Lane V/C Ratio	2.947	-	-	0.137	-
HCM Control Delay (s)	\$ 1397.5	-	-	21.9	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	6.3	-	-	0.5	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	41.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	4	2027	54	175	1337	0	0	0	158	0	0	42
Future Vol, veh/h	4	2027	54	175	1337	0	0	0	158	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	75	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	2134	57	184	1407	0	0	0	166	0	0	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1407	0	0	2191	0	0	3968	3946	2163	4029	3974	1407
Stage 1	-	-	-	-	-	-	2171	2171	-	1775	1775	-
Stage 2	-	-	-	-	-	-	1797	1775	-	2254	2199	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	491	-	-	245	-	-	2	3	~ 60	1	3	172
Stage 1	-	-	-	-	-	-	62	86	-	107	137	-
Stage 2	-	-	-	-	-	-	104	137	-	56	84	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	491	-	-	245	-	-	1	1	~ 60	-	1	172
Mov Cap-2 Maneuver	-	-	-	-	-	-	1	1	-	-	1	-
Stage 1	-	-	-	-	-	-	62	85	-	106	34	-
Stage 2	-	-	-	-	-	-	19	34	-	-	83	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			6.2			\$ 947.2					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	60	491	-	-	245	-	-	-
HCM Lane V/C Ratio	-	2.772	0.009	-	-	0.752	-	-	-
HCM Control Delay (s)		\$ 947.2	12.4	-	-	53.8	-	-	-
HCM Lane LOS		A	F	B	-	F	-	-	-
HCM 95th %tile Q(veh)		-	17	0	-	5.3	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 12: Reata Road & SR-74

SR-74 Improvement Project
 DY (2045) NB PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	188	1994	3	12	1376	47	2	0	4	41	0	134
Future Volume (veh/h)	188	1994	3	12	1376	47	2	0	4	41	0	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	198	2099	3	13	1448	49	2	0	4	43	0	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	2257	986	47	1935	863	122	0	202	260	0	204
Arrive On Green	0.13	0.70	0.70	0.03	0.60	0.60	0.14	0.00	0.14	0.14	0.00	0.14
Sat Flow, veh/h	1619	3230	1411	1619	3230	1441	1263	0	1412	1426	0	1432
Grp Volume(v), veh/h	198	2099	3	13	1448	49	2	0	4	43	0	141
Grp Sat Flow(s),veh/h/ln	1619	1615	1411	1619	1615	1441	1263	0	1412	1426	0	1432
Q Serve(g_s), s	14.6	67.1	0.1	0.9	39.1	1.7	0.2	0.0	0.3	3.2	0.0	11.2
Cycle Q Clear(g_c), s	14.6	67.1	0.1	0.9	39.1	1.7	11.4	0.0	0.3	3.5	0.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	2257	986	47	1935	863	122	0	202	260	0	204
V/C Ratio(X)	0.95	0.93	0.00	0.27	0.75	0.06	0.02	0.00	0.02	0.17	0.00	0.69
Avail Cap(c_a), veh/h	209	2257	986	209	1935	863	415	0	530	591	0	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	15.5	5.5	57.0	17.5	10.0	54.3	0.0	44.2	45.7	0.0	48.9
Incr Delay (d2), s/veh	47.2	8.4	0.0	2.0	1.7	0.1	0.1	0.0	0.0	0.3	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	22.1	0.0	0.4	13.3	0.5	0.1	0.0	0.1	1.2	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.1	23.9	5.5	59.0	19.2	10.1	54.4	0.0	44.3	46.0	0.0	53.0
LnGrp LOS	F	C	A	E	B	B	D	A	D	D	A	D
Approach Vol, veh/h		2300			1510			6				184
Approach Delay, s/veh		30.4			19.3			47.6				51.4
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	89.9		22.1	20.0	77.9		22.1				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	15.5	44.0		45.0	15.5	44.0		45.0				
Max Q Clear Time (g_c+I1), s	2.9	69.1		13.2	16.6	41.1		13.4				
Green Ext Time (p_c), s	0.0	0.0		1.0	0.0	2.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 DY (2045) NB PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	758	1038	243	121	487	319	317	1000	204	681	807	631
Future Volume (veh/h)	758	1038	243	121	487	319	317	1000	204	681	807	631
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	815	1116	261	130	524	343	341	1075	219	732	868	678
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1338	597	151	1305	582	237	1405	436	81	1312	963
Arrive On Green	0.10	0.41	0.41	0.09	0.40	0.40	0.08	0.30	0.30	0.05	0.28	0.28
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2478
Grp Volume(v), veh/h	815	1116	261	130	524	343	341	1075	219	732	868	678
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1239
Q Serve(g_s), s	15.5	46.4	19.4	11.9	17.3	27.9	11.3	31.5	18.8	7.5	24.8	34.7
Cycle Q Clear(g_c), s	15.5	46.4	19.4	11.9	17.3	27.9	11.3	31.5	18.8	7.5	24.8	34.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1338	597	151	1305	582	237	1405	436	81	1312	963
V/C Ratio(X)	2.51	0.83	0.44	0.86	0.40	0.59	1.44	0.77	0.50	9.04	0.66	0.70
Avail Cap(c_a), veh/h	325	1338	597	221	1305	582	237	1547	480	81	1454	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3	39.3	31.4	67.1	31.8	35.0	69.4	47.5	43.0	71.3	47.5	38.9
Incr Delay (d2), s/veh	684.0	2.9	1.0	20.0	0.9	4.3	220.9	2.1	0.9	364.9	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	17.0	18.3	6.8	5.7	6.8	10.3	11.7	12.2	6.7	85.0	9.3	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	751.3	42.2	32.5	87.1	32.7	39.3	290.2	49.6	43.9	3715.1	48.5	40.9
LnGrp LOS	F	D	C	F	C	D	F	D	D	F	D	D
Approach Vol, veh/h		2192			997			1635			2278	
Approach Delay, s/veh		304.7			42.1			99.0			1224.4	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	68.1	15.0	48.4	20.0	66.6	12.0	51.4				
Change Period (Y+Rc), s	4.5	6.0	3.7	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	20.5	51.0	11.3	47.0	15.5	56.0	7.5	50.0				
Max Q Clear Time (g_c+11), s	11.9	48.4	13.3	36.7	17.5	29.9	9.5	33.5				
Green Ext Time (p_c), s	0.1	1.8	0.0	5.7	0.0	4.6	0.0	7.1				

Intersection Summary







HCM 6th Ctrl Delay	515.5
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 DY (2045) Build AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	1699	292	331	2837	416	258
Future Volume (veh/h)	1699	292	331	2837	416	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	1847	317	360	3084	452	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1764	785	284	2410	607	279
Arrive On Green	0.55	0.55	0.18	0.75	0.19	0.19
Sat Flow, veh/h	3315	1438	1619	3315	3141	1441
Grp Volume(v), veh/h	1847	317	360	3084	452	280
Grp Sat Flow(s),veh/h/ln	1615	1438	1619	1615	1570	1441
Q Serve(g_s), s	81.9	19.3	26.3	111.9	20.3	29.0
Cycle Q Clear(g_c), s	81.9	19.3	26.3	111.9	20.3	29.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1764	785	284	2410	607	279
V/C Ratio(X)	1.05	0.40	1.27	1.28	0.74	1.01
Avail Cap(c_a), veh/h	1764	785	284	2410	607	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	19.8	61.8	19.1	57.0	60.5
Incr Delay (d2), s/veh	35.0	1.5	145.5	129.3	8.1	55.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	38.8	6.7	22.1	77.6	8.7	14.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.1	21.4	207.4	148.3	65.1	115.8
LnGrp LOS	F	C	F	F	E	F
Approach Vol, veh/h	2164			3444	732	
Approach Delay, s/veh	62.1			154.5	84.5	
Approach LOS	E			F	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.0	86.9			116.9	33.1
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	26.3	81.9			111.9	29.0
Max Q Clear Time (g_c+I1), s	28.3	83.9			113.9	31.0
Green Ext Time (p_c), s	0.0	0.0			0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			114.9			
HCM 6th LOS			F			

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	1940	3137	3	12	31
Future Vol, veh/h	17	1940	3137	3	12	31
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	2042	3302	3	13	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	3306	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	88	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	88	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	81.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	88	-	-	-	89
HCM Lane V/C Ratio	0.203	-	-	-	0.509
HCM Control Delay (s)	56.1	-	-	-	81.5
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	2.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1919	33	68	3119	21	71
Future Vol, veh/h	1919	33	68	3119	21	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2041	35	72	3318	22	76

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2076	0	3862 1038
Stage 1	-	-	-	-	2059 -
Stage 2	-	-	-	-	1803 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	*427	-	- *285
Stage 1	-	-	-	-	*268 -
Stage 2	-	-	-	-	- -
Platoon blocked, %	-	-	1	-	2 1
Mov Cap-1 Maneuver	-	-	*427	-	- *285
Mov Cap-2 Maneuver	-	-	-	-	- -
Stage 1	-	-	-	-	*223 -
Stage 2	-	-	-	-	- -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	* 427	-
HCM Lane V/C Ratio	-	-	-	0.169	-
HCM Control Delay (s)	-	-	-	15.1	-
HCM Lane LOS	-	-	-	C	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	1	1963	26	14	3167	0	7	0	31	0	0	13
Future Vol, veh/h	1	1963	26	14	3167	0	7	0	31	0	0	13
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	2066	27	15	3334	0	7	0	33	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3335	0	0	2094	0	0	3780	5448	1048	4400	5461	1668
Stage 1	-	-	-	-	-	-	2083	2083	-	3365	3365	-
Stage 2	-	-	-	-	-	-	1697	3365	-	1035	2096	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	*396	-	-	-	-	*264	-	-	-
Stage 1	-	-	-	-	-	-	*249	*218	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	*249	*218	-
Platoon blocked, %	2	-	-	1	-	-	2	2	1	2	2	2
Mov Cap-1 Maneuver	-	-	-	*396	-	-	-	-	*264	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	*249	*218	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	*218	*218	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1			
HCM LOS	-			

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	* 396	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.037	-	-	-
HCM Control Delay (s)	-	-	-	-	14.4	-	-	-
HCM Lane LOS	-	-	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	0.1	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	5	1989	3165	0	2	16
Future Vol, veh/h	5	1989	3165	0	2	16
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2139	3403	0	2	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	3404	0	-	0	4484 1703
Stage 1	-	-	-	-	3404 -
Stage 2	-	-	-	-	1080 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	-	-	*0 -
Stage 1	-	-	-	-	- -
Stage 2	-	-	-	-	*248 -
Platoon blocked, %	2	-	-	-	1 2
Mov Cap-1 Maneuver	-	-	-	-	*0 -
Mov Cap-2 Maneuver	-	-	-	-	- -
Stage 1	-	-	-	-	- -
Stage 2	-	-	-	-	*248 -

Approach	EB	WB	SB
HCM Control Delay, s		0	
HCM LOS			-

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

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	13	1918	60	40	3082	2	36	0	63	5	0	47
Future Vol, veh/h	13	1918	60	40	3082	2	36	0	63	5	0	47
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	2062	65	43	3314	2	39	0	68	5	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3317	0	0	2129	0	0	3868	5528	1066	4461	5559	1659
Stage 1	-	-	-	-	-	-	2125	2125	-	3402	3402	-
Stage 2	-	-	-	-	-	-	1743	3403	-	1059	2157	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	259	-	-	-	-	222	-	-	-
Stage 1	-	-	-	-	-	-	52	91	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	243	88	-
Platoon blocked, %	2	-	-	-	-	-	2	2	-	2	2	2
Mov Cap-1 Maneuver	-	-	-	259	-	-	-	-	222	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	52	91	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	169	88	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3											
HCM LOS	-											

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	259	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.166	-	-	-
HCM Control Delay (s)	-	-	-	-	21.6	-	-	-
HCM Lane LOS	-	-	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	0.6	-	-	-

HCM 6th Signalized Intersection Summary
7: Via Cordova/Hunt Club Drive & SR-74

SR-74 Improvement Project
DY (2045) Build AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↗	↑↑			↕			↕	
Traffic Volume (veh/h)	55	1910	21	5	3058	18	3	0	36	0	0	63
Future Volume (veh/h)	55	1910	21	5	3058	18	3	0	36	0	0	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	59	2032	0	5	3253	19	3	0	38	0	0	67
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	2444		54	2480	14	30	9	161	0	0	173
Arrive On Green	0.04	0.76	0.00	0.03	0.75	0.75	0.12	0.00	0.12	0.00	0.00	0.12
Sat Flow, veh/h	1619	3230	1441	1619	3292	19	33	73	1344	0	0	1441
Grp Volume(v), veh/h	59	2032	0	5	1594	1678	41	0	0	0	0	67
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1696	1450	0	0	0	0	1441
Q Serve(g_s), s	5.5	61.9	0.0	0.4	113.0	113.0	0.0	0.0	0.0	0.0	0.0	6.4
Cycle Q Clear(g_c), s	5.5	61.9	0.0	0.4	113.0	113.0	3.8	0.0	0.0	0.0	0.0	6.4
Prop In Lane	1.00		1.00	1.00		0.01	0.07		0.93	0.00		1.00
Lane Grp Cap(c), veh/h	59	2444		54	1217	1278	200	0	0	0	0	173
V/C Ratio(X)	0.99	0.83		0.09	1.31	1.31	0.21	0.00	0.00	0.00	0.00	0.39
Avail Cap(c_a), veh/h	59	2444		54	1217	1278	200	0	0	0	0	173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	72.2	12.0	0.0	70.3	18.5	18.5	59.8	0.0	0.0	0.0	0.0	60.9
Incr Delay (d2), s/veh	114.5	3.5	0.0	0.7	145.6	146.5	2.3	0.0	0.0	0.0	0.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	19.2	0.0	0.2	82.3	86.8	1.6	0.0	0.0	0.0	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	186.7	15.4	0.0	71.0	164.1	165.0	62.1	0.0	0.0	0.0	0.0	67.4
LnGrp LOS	F	B		E	F	F	E	A	A	A	A	E
Approach Vol, veh/h		2091	A		3277			41				67
Approach Delay, s/veh		20.3			164.4			62.1				67.4
Approach LOS		C			F			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	118.0		22.5	10.0	117.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	113.5		18.0	5.5	113.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	63.9		8.4	7.5	115.0		5.8				
Green Ext Time (p_c), s	0.0	26.7		0.2	0.0	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	107.4
HCM 6th LOS	F

Notes

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

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔				
Traffic Vol, veh/h	0	1915	31	10	3066	0	15	0	27	0	0	0
Future Vol, veh/h	0	1915	31	10	3066	0	15	0	27	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	135	-	90	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2016	33	11	3227	0	16	0	28	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	3227	0	-	2016	0	0	3652	5265	1008
Stage 1	-	-	-	-	-	-	2016	2016	-
Stage 2	-	-	-	-	-	-	1636	3249	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	95	-	0	*426	-	-	*0	*0	*284
Stage 1	-	-	0	-	-	-	*268	*234	-
Stage 2	-	-	0	-	-	-	*147	*23	-
Platoon blocked, %		-	-	1	-	-	1	1	1
Mov Cap-1 Maneuver	95	-	-	*426	-	-	*0	*0	*284
Mov Cap-2 Maneuver	-	-	-	-	-	-	*0	*0	-
Stage 1	-	-	-	-	-	-	*261	*0	-
Stage 2	-	-	-	-	-	-	*147	*0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	284	95	-	* 426	-	-
HCM Lane V/C Ratio	0.156	-	-	0.025	-	-
HCM Control Delay (s)	20	0	-	13.7	-	-
HCM Lane LOS	C	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	0	-	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	1	1941	3073	0	0	3
Future Vol, veh/h	1	1941	3073	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2065	3269	0	0	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	3269	0	-	0	4304 1635
Stage 1	-	-	-	-	3269 -
Stage 2	-	-	-	-	1035 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	91	-	-	-	*0 92
Stage 1	-	-	-	-	*18 -
Stage 2	-	-	-	-	*268 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	91	-	-	-	*0 92
Mov Cap-2 Maneuver	-	-	-	-	*15 -
Stage 1	-	-	-	-	*18 -
Stage 2	-	-	-	-	*268 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	45.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	91	-	-	-	92
HCM Lane V/C Ratio	0.012	-	-	-	0.035
HCM Control Delay (s)	45	-	-	-	45.5
HCM Lane LOS	E	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	1912	29	9	3069	4	27
Future Vol, veh/h	1912	29	9	3069	4	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2013	31	9	3231	4	28

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2044	0	3663
Stage 1	-	-	-	-	2029
Stage 2	-	-	-	-	1634
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	*426	-	*0
Stage 1	-	-	-	-	*268
Stage 2	-	-	-	-	-
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*426	-	*0
Mov Cap-2 Maneuver	-	-	-	-	*~-9
Stage 1	-	-	-	-	*262
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	+	-	-	* 426	-
HCM Lane V/C Ratio	-	-	-	0.022	-
HCM Control Delay (s)	-	-	-	13.6	-
HCM Lane LOS	-	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↗			↕	
Traffic Vol, veh/h	2	1855	82	54	3023	2	11	0	81	0	0	44
Future Vol, veh/h	2	1855	82	54	3023	2	11	0	81	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	-	120	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1953	86	57	3182	2	12	0	85	0	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3184	0	0	2039	0	0	3705	5298	1020	4278	5340	1592
Stage 1	-	-	-	-	-	-	2000	2000	-	3297	3297	-
Stage 2	-	-	-	-	-	-	1705	3298	-	981	2043	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	*457	-	-	*0	*0	*305	*0	*0	-
Stage 1	-	-	-	-	-	-	*287	*251	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	*287	*251	-
Platoon blocked, %	2	-	-	1	-	-	1	1	1	1	1	2
Mov Cap-1 Maneuver	-	-	-	*457	-	-	-	*0	*305	*0	*0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	*0	-	*0	*0	-
Stage 1	-	-	-	-	-	-	*287	*251	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	*207	*251	-























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2											
HCM LOS	-											

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	305	-	-	-	* 457	-	-	-
HCM Lane V/C Ratio	-	0.28	-	-	-	0.124	-	-	-
HCM Control Delay (s)	-	21.3	-	-	-	14	-	-	-
HCM Lane LOS	-	C	-	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-	-	0.4	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 12: Reata Road & SR-74

SR-74 Improvement Project
 DY (2045) Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1850	3	4	2711	34	2	3	0	39	0	367
Future Volume (veh/h)	83	1850	3	4	2711	34	2	3	0	39	0	367
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	87	1947	3	4	2854	36	2	3	0	41	0	386
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1733	773	128	1733	772	66	478	0	450	0	405
Arrive On Green	0.08	0.54	0.54	0.08	0.54	0.54	0.28	0.28	0.00	0.28	0.00	0.28
Sat Flow, veh/h	1619	3230	1441	1619	3230	1438	1013	1700	0	1436	0	1441
Grp Volume(v), veh/h	87	1947	3	4	2854	36	2	3	0	41	0	386
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1438	1013	1700	0	1436	0	1441
Q Serve(g_s), s	7.8	80.5	0.1	0.3	80.5	1.8	0.3	0.2	0.0	3.2	0.0	39.5
Cycle Q Clear(g_c), s	7.8	80.5	0.1	0.3	80.5	1.8	39.8	0.2	0.0	3.4	0.0	39.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1733	773	128	1733	772	66	478	0	450	0	405
V/C Ratio(X)	0.68	1.12	0.00	0.03	1.65	0.05	0.03	0.01	0.00	0.09	0.00	0.95
Avail Cap(c_a), veh/h	128	1733	773	128	1733	772	79	499	0	467	0	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.2	34.7	16.1	63.8	34.7	16.5	72.5	38.8	0.0	40.1	0.0	53.0
Incr Delay (d2), s/veh	13.6	63.7	0.0	0.0	291.1	0.0	0.2	0.0	0.0	0.1	0.0	31.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	44.8	0.0	0.1	99.5	0.6	0.1	0.1	0.0	1.2	0.0	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	98.4	16.1	63.8	325.9	16.5	72.7	38.8	0.0	40.1	0.0	84.4
LnGrp LOS	F	F	B	E	F	B	E	D	A	D	A	F
Approach Vol, veh/h		2037			2894			5				427
Approach Delay, s/veh		97.6			321.7			52.4				80.2
Approach LOS		F			F			D				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.4	86.5		47.1	16.4	86.5		47.1				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	10.0	80.5		44.0	10.0	80.5		44.0				
Max Q Clear Time (g_c+I1), s	2.3	82.5		41.5	9.8	82.5		41.8				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					217.1							
HCM 6th LOS					F							
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 DY (2045) Build AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	901	453	535	218	1101	683	453	742	68	304	1189	1196
Future Volume (veh/h)	901	453	535	218	1101	683	453	742	68	304	1189	1196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	979	492	582	237	1197	742	492	807	74	330	1292	1300
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	1012	451	232	1184	528	1706	3897	1210	135	1717	1166
Arrive On Green	0.03	0.10	0.10	0.14	0.37	0.37	0.54	0.84	0.84	0.08	0.37	0.37
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2536
Grp Volume(v), veh/h	979	492	582	237	1197	742	492	807	74	330	1292	1300
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1268
Q Serve(g_s), s	13.5	21.6	39.9	21.5	55.0	55.0	12.7	5.1	1.3	12.5	36.5	55.5
Cycle Q Clear(g_c), s	13.5	21.6	39.9	21.5	55.0	55.0	12.7	5.1	1.3	12.5	36.5	55.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	1012	451	232	1184	528	1706	3897	1210	135	1717	1166
V/C Ratio(X)	3.46	0.49	1.29	1.02	1.01	1.40	0.29	0.21	0.06	2.45	0.75	1.11
Avail Cap(c_a), veh/h	283	1012	451	232	1184	528	1706	3897	1210	135	1717	1166
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	55.8	48.5	64.3	47.5	47.5	18.6	2.3	2.0	68.8	41.3	228.7
Incr Delay (d2), s/veh	1111.7	0.6	136.3	64.7	28.8	193.2	0.1	0.1	0.1	672.5	3.1	63.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	9.5	32.5	13.0	26.5	47.8	4.5	1.1	0.3	30.2	13.8	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1184.4	56.4	184.8	128.9	76.3	240.7	18.7	2.5	2.1	741.2	44.4	292.4
LnGrp LOS	F	E	F	F	F	F	B	A	A	F	D	F
Approach Vol, veh/h		2053			2176			1373			2922	
Approach Delay, s/veh		630.7			138.1			8.2			233.4	
Approach LOS		F			F			A			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	134.3	26.0	53.0	89.8	61.5	18.0	61.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0				
Max Green Setting (Gmax), s	12.5	48.0	21.5	47.0	5.8	* 56	13.5	55.0				
Max Q Clear Time (g_c+1/4), s	14.5	7.1	23.5	41.9	14.7	57.5	15.5	57.0				
Green Ext Time (p_c), s	0.0	6.2	0.0	2.4	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	268.5
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 1: La Novia Avenue & SR-74

SR-74 Improvement Project
 DY (2045) Build PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (veh/h)	2590	185	168	1623	336	264
Future Volume (veh/h)	2590	185	168	1623	336	264
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	2726	195	177	1708	354	278
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2044	911	144	2410	607	279
Arrive On Green	0.63	0.63	0.09	0.75	0.19	0.19
Sat Flow, veh/h	3315	1440	1619	3315	3141	1441
Grp Volume(v), veh/h	2726	195	177	1708	354	278
Grp Sat Flow(s),veh/h/ln	1615	1440	1619	1615	1570	1441
Q Serve(g_s), s	94.9	8.6	13.3	42.8	15.4	28.9
Cycle Q Clear(g_c), s	94.9	8.6	13.3	42.8	15.4	28.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2044	911	144	2410	607	279
V/C Ratio(X)	1.33	0.21	1.23	0.71	0.58	1.00
Avail Cap(c_a), veh/h	2044	911	144	2410	607	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	11.7	68.4	10.3	55.0	60.5
Incr Delay (d2), s/veh	153.7	0.5	150.9	1.8	4.1	53.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	76.9	2.8	11.5	13.7	6.4	14.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	181.3	12.2	219.3	12.1	59.1	113.9
LnGrp LOS	F	B	F	B	E	F
Approach Vol, veh/h	2921			1885	632	
Approach Delay, s/veh	170.0			31.5	83.2	
Approach LOS	F			C	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.0	99.9			116.9	33.1
Change Period (Y+Rc), s	3.7	5.0			5.0	4.1
Max Green Setting (Gmax), s	13.3	94.9			111.9	29.0
Max Q Clear Time (g_c+I1), s	15.3	96.9			44.8	30.9
Green Ext Time (p_c), s	0.0	0.0			22.3	0.0
Intersection Summary						
HCM 6th Ctrl Delay			111.9			
HCM 6th LOS			F			

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	2824	1754	3	6	37
Future Vol, veh/h	30	2824	1754	3	6	37
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	3070	1907	3	7	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1911	0	-	0	3511 956
Stage 1	-	-	-	-	1910 -
Stage 2	-	-	-	-	1601 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	315	-	-	-	- 262
Stage 1	-	-	-	-	104 -
Stage 2	-	-	-	-	- -
Platoon blocked, %		-	-	-	2
Mov Cap-1 Maneuver	315	-	-	-	- 262
Mov Cap-2 Maneuver	-	-	-	-	- -
Stage 1	-	-	-	-	93 -
Stage 2	-	-	-	-	- -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	315	-	-	-	-
HCM Lane V/C Ratio	0.104	-	-	-	-
HCM Control Delay (s)	17.7	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	2804	26	19	1749	8	22
Future Vol, veh/h	2804	26	19	1749	8	22
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3015	28	20	1881	9	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	3043	0	4011 1522
Stage 1	-	-	-	-	3029 -
Stage 2	-	-	-	-	982 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	-	-	*0 -
Stage 1	-	-	-	-	- -
Stage 2	-	-	-	-	*346 -
Platoon blocked, %	-	-	2	-	1 2
Mov Cap-1 Maneuver	-	-	-	-	*0 -
Mov Cap-2 Maneuver	-	-	-	-	*0 -
Stage 1	-	-	-	-	- -
Stage 2	-	-	-	-	*345 -

Approach	EB	WB	NB
HCM Control Delay, s	0		
HCM LOS	-		

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

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	32	2743	51	11	1708	0	4	0	0	0	0	56
Future Vol, veh/h	32	2743	51	11	1708	0	4	0	0	0	0	56
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	165	-	-	180	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	2918	54	12	1817	0	4	0	0	0	0	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1817	0	0	2973	0	0	3947	4855	1487	3368	4882	909
Stage 1	-	-	-	-	-	-	3014	3014	-	1841	1841	-
Stage 2	-	-	-	-	-	-	933	1841	-	1527	3041	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*550	-	-	-	-	-	-	-	-	-	-	*366
Stage 1	-	-	-	-	-	-	-	-	-	*345	*302	-
Stage 2	-	-	-	-	-	-	*345	*302	-	-	-	-
Platoon blocked, %	1	-	-	2	-	-	2	2	2	2	2	1
Mov Cap-1 Maneuver	*550	-	-	-	-	-	-	-	-	-	-	*366
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	*324	*302	-
Stage 2	-	-	-	-	-	-	*289	*302	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1			
HCM LOS	-			

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	* 550	-	-	-	-	-	-
HCM Lane V/C Ratio	-	0.062	-	-	-	-	-	-
HCM Control Delay (s)	-	12	-	-	-	-	-	-
HCM Lane LOS	-	B	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	-	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	14	2729	1707	4	1	12
Future Vol, veh/h	14	2729	1707	4	1	12
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	2843	1778	4	1	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1784	0	-	0	3234 893
Stage 1	-	-	-	-	1782 -
Stage 2	-	-	-	-	1452 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	*550	-	-	-	*0 *366
Stage 1	-	-	-	-	*345 -
Stage 2	-	-	-	-	- -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*549	-	-	-	*0 *365
Mov Cap-2 Maneuver	-	-	-	-	*~ -15 -
Stage 1	-	-	-	-	*335 -
Stage 2	-	-	-	-	- -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 549	-	-	-	+
HCM Lane V/C Ratio	0.027	-	-	-	-
HCM Control Delay (s)	11.7	-	-	-	-
HCM Lane LOS	B	-	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵↵		↵	↵↵			↵↵			↵↵	
Traffic Vol, veh/h	17	2619	94	97	1585	4	32	0	41	10	0	94
Future Vol, veh/h	17	2619	94	97	1585	4	32	0	41	10	0	94
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	2786	100	103	1686	4	34	0	44	11	0	100

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1690	0	0	2887	0	0	3922	4769	1444	3323	4817	845
Stage 1	-	-	-	-	-	-	2873	2873	-	1894	1894	-
Stage 2	-	-	-	-	-	-	1049	1896	-	1429	2923	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*642	-	-	130	-	-	*0	0	124	~0	0	*428
Stage 1	-	-	-	-	-	-	*~17	37	-	316	295	-
Stage 2	-	-	-	-	-	-	*403	293	-	144	35	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*642	-	-	130	-	-	*0	0	124	0	0	*428
Mov Cap-2 Maneuver	-	-	-	-	-	-	*0	0	-	0	0	-
Stage 1	-	-	-	-	-	-	*~17	36	-	307	61	-
Stage 2	-	-	-	-	-	-	*64	61	-	91	34	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			5.5			73.4			16.3		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	124	*642	-	-	130	-	-	428
HCM Lane V/C Ratio	0.626	0.028	-	-	0.794	-	-	0.259
HCM Control Delay (s)	73.4	10.8	-	-	96	-	-	16.3
HCM Lane LOS	F	B	-	-	F	-	-	C
HCM 95th %tile Q(veh)	3.2	0.1	-	-	4.8	-	-	1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
7: Via Cordova/Hunt Club Drive & SR-74

SR-74 Improvement Project
DY (2045) Build PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↕	
Traffic Volume (veh/h)	42	2600	28	20	1634	17	8	0	26	8	0	44
Future Volume (veh/h)	42	2600	28	20	1634	17	8	0	26	8	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	45	2766	0	21	1738	18	9	0	28	9	0	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	2444		54	2473	26	58	14	131	43	13	146
Arrive On Green	0.03	0.76	0.00	0.03	0.76	0.76	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1619	3230	1441	1619	3275	34	237	116	1096	124	109	1220
Grp Volume(v), veh/h	45	2766	0	21	856	900	37	0	0	56	0	0
Grp Sat Flow(s),veh/h/ln	1619	1615	1441	1619	1615	1694	1448	0	0	1454	0	0
Q Serve(g_s), s	4.1	113.5	0.0	1.9	41.4	41.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	113.5	0.0	1.9	41.4	41.6	3.3	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.24		0.76	0.16		0.84
Lane Grp Cap(c), veh/h	56	2444		54	1220	1279	204	0	0	202	0	0
V/C Ratio(X)	0.80	1.13		0.39	0.70	0.70	0.18	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	110	2444		54	1220	1279	204	0	0	202	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.9	18.3	0.0	71.0	9.6	9.6	59.6	0.0	0.0	60.4	0.0	0.0
Incr Delay (d2), s/veh	22.1	65.0	0.0	4.5	3.4	3.3	2.0	0.0	0.0	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	55.1	0.0	0.8	13.3	14.0	1.4	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.0	83.3	0.0	75.5	12.9	12.8	61.5	0.0	0.0	63.7	0.0	0.0
LnGrp LOS	F	F		E	B	B	E	A	A	E	A	A
Approach Vol, veh/h		2811	A		1777			37				56
Approach Delay, s/veh		83.5			13.6			61.5				63.7
Approach LOS		F			B			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	118.0		22.5	9.7	117.8		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	113.5		18.0	10.2	108.3		18.0				
Max Q Clear Time (g_c+I1), s	3.9	115.5		7.2	6.1	43.6		5.3				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	20.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔				
Traffic Vol, veh/h	0	2617	17	31	1660	0	12	0	24	0	0	0
Future Vol, veh/h	0	2617	17	31	1660	0	12	0	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	135	-	90	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2726	18	32	1729	0	13	0	25	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1729	0	2726
Stage 1	-	-	2726
Stage 2	-	-	929
Critical Hdwy	4.1	-	6.8
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.8
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	370	0	-
Stage 1	-	0	-
Stage 2	-	0	350
Platoon blocked, %	-	2	2
Mov Cap-1 Maneuver	370	-	0
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	350

Approach	EB	WB	NB
HCM Control Delay, s	0		
HCM LOS	-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (veh/h)	-	370	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	0	-	-	-	-
HCM Lane LOS	-	A	-	-	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	5	2636	1691	0	1	0
Future Vol, veh/h	5	2636	1691	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2834	1818	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1818	0	-	0	3245 909
Stage 1	-	-	-	-	1818 -
Stage 2	-	-	-	-	1427 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	342	-	-	-	- 282
Stage 1	-	-	-	-	117 -
Stage 2	-	-	-	-	- -
Platoon blocked, %		-	-	-	2
Mov Cap-1 Maneuver	342	-	-	-	- 282
Mov Cap-2 Maneuver	-	-	-	-	~-6 -
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	- -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	342	-	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	-
HCM Control Delay (s)	15.7	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	2615	22	34	1681	12	31
Future Vol, veh/h	2615	22	34	1681	12	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2753	23	36	1769	13	33

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2776	0	3722
Stage 1	-	-	-	-	2765
Stage 2	-	-	-	-	957
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	-	-	*0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	*365
Platoon blocked, %	-	-	2	-	1
Mov Cap-1 Maneuver	-	-	-	-	*0
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	*365

Approach	EB	WB	NB
HCM Control Delay, s	0		
HCM LOS	-		

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

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	4	2592	50	183	1670	0	0	0	158	0	0	45
Future Vol, veh/h	4	2592	50	183	1670	0	0	0	158	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	105	-	-	120	-	-	95	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	2728	53	193	1758	0	0	0	166	0	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1758	0	0	2781	0	0	4028	4907	1391	3516	4933	879
Stage 1	-	-	-	-	-	-	2763	2763	-	2144	2144	-
Stage 2	-	-	-	-	-	-	1265	2144	-	1372	2789	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*581	-	-	-	-	-	-	-	-	-	-	*387
Stage 1	-	-	-	-	-	-	-	-	-	165	177	-
Stage 2	-	-	-	-	-	-	*365	177	-	-	-	-
Platoon blocked, %	1	-	-	2	-	-	2	2	2	2	2	1
Mov Cap-1 Maneuver	*581	-	-	-	-	-	-	-	-	-	-	*387
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	164	177	-
Stage 2	-	-	-	-	-	-	*320	177	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0			
HCM LOS	-			

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	* 581	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	0.007	-	-	-	-	-	-
HCM Control Delay (s)	0	-	11.2	-	-	-	-	-	-
HCM Lane LOS	A	-	B	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	0	-	-	-	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
12: Reata Road & SR-74

SR-74 Improvement Project
DY (2045) Build PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	240	2507	3	11	1698	55	2	0	4	39	0	153
Future Volume (veh/h)	240	2507	3	11	1698	55	2	0	4	39	0	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	253	2639	3	12	1787	58	2	0	4	41	0	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	2332	1019	42	2040	910	98	0	210	256	0	212
Arrive On Green	0.12	0.72	0.72	0.01	0.21	0.21	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1619	3230	1411	1619	3230	1441	1241	0	1413	1426	0	1432
Grp Volume(v), veh/h	253	2639	3	12	1787	58	2	0	4	41	0	161
Grp Sat Flow(s),veh/h/ln	1619	1615	1411	1619	1615	1441	1241	0	1413	1426	0	1432
Q Serve(g_s), s	17.5	108.3	0.1	1.1	80.4	4.8	0.2	0.0	0.4	3.8	0.0	16.2
Cycle Q Clear(g_c), s	17.5	108.3	0.1	1.1	80.4	4.8	16.4	0.0	0.4	4.2	0.0	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	2332	1019	42	2040	910	98	0	210	256	0	212
V/C Ratio(X)	1.34	1.13	0.00	0.28	0.88	0.06	0.02	0.00	0.02	0.16	0.00	0.76
Avail Cap(c_a), veh/h	189	2332	1019	108	2040	910	278	0	414	463	0	420
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.3	20.8	5.8	72.9	53.7	23.8	69.2	0.0	54.6	56.3	0.0	61.3
Incr Delay (d2), s/veh	184.0	65.2	0.0	0.3	0.6	0.0	0.1	0.0	0.0	0.3	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	54.8	0.0	0.5	34.9	1.6	0.1	0.0	0.1	1.4	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	250.2	86.0	5.8	73.3	54.2	23.8	69.2	0.0	54.6	56.6	0.0	66.7
LnGrp LOS	F	F	A	E	D	C	E	A	D	E	A	E
Approach Vol, veh/h		2895			1857			6				202
Approach Delay, s/veh		100.3			53.4			59.5				64.7
Approach LOS		F			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	114.3		27.3	22.0	100.7		27.3				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	10.0	80.5		44.0	17.5	73.0		44.0				
Max Q Clear Time (g_c+I1), s	3.1	110.3		18.2	19.5	82.4		18.4				
Green Ext Time (p_c), s	0.0	0.0		1.1	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	81.2
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 13: La Pata Avenue/Antonio Parkway & SR-74

SR-74 Improvement Project
 DY (2045) Build PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖↗
Traffic Volume (veh/h)	1113	1182	255	114	568	304	379	980	185	641	807	817
Future Volume (veh/h)	1113	1182	255	114	568	304	379	980	185	641	807	817
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	1197	1271	274	123	611	327	408	1054	199	689	868	878
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	1206	538	124	1184	528	132	1485	461	146	1733	1137
Arrive On Green	0.08	0.37	0.37	0.08	0.37	0.37	0.04	0.32	0.32	0.09	0.37	0.37
Sat Flow, veh/h	3141	3230	1441	1619	3230	1441	3141	4641	1441	1619	4641	2480
Grp Volume(v), veh/h	1197	1271	274	123	611	327	408	1054	199	689	868	878
Grp Sat Flow(s),veh/h/ln	1570	1615	1441	1619	1615	1441	1570	1547	1441	1619	1547	1240
Q Serve(g_s), s	12.5	56.0	22.1	11.4	22.2	27.9	6.3	30.0	16.3	13.5	21.6	44.7
Cycle Q Clear(g_c), s	12.5	56.0	22.1	11.4	22.2	27.9	6.3	30.0	16.3	13.5	21.6	44.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	1206	538	124	1184	528	132	1485	461	146	1733	1137
V/C Ratio(X)	4.57	1.05	0.51	0.99	0.52	0.62	3.09	0.71	0.43	4.73	0.50	0.77
Avail Cap(c_a), veh/h	262	1206	538	124	1184	528	132	1485	461	146	1733	1137
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.8	47.0	36.4	69.2	37.1	38.9	71.8	44.9	40.2	68.3	36.2	34.3
Incr Delay (d2), s/veh	1608.8	26.9	0.3	77.8	1.6	5.4	961.5	2.9	2.9	1693.3	1.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	63.4	26.2	7.8	7.4	9.0	10.6	20.1	11.7	6.2	74.0	8.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1677.5	73.9	36.7	147.0	38.7	44.3	1033.4	47.8	43.2	1761.6	37.3	39.4
LnGrp LOS	F	F	D	F	D	D	F	D	D	F	D	D
Approach Vol, veh/h		2742			1061			1661			2435	
Approach Delay, s/veh		770.3			53.0			289.3			525.9	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	54.0	16.0	62.0	10.0	62.0	17.0	61.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	3.7	6.0	4.5	6.0				
Max Green Setting (Gmax), s	11.5	48.0	11.5	56.0	6.3	56.0	12.5	55.0				
Max Q Clear Time (g_c+11.5), s	11.5	32.0	13.4	58.0	8.3	46.7	14.5	29.9				
Green Ext Time (p_c), s	0.0	6.8	0.0	0.0	0.0	5.8	0.0	5.5				

Intersection Summary

HCM 6th Ctrl Delay	497.5
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

Appendix D. Caltrans Traffic Accident Surveillance and Analysis System Data

This page intentionally left blank

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4034821

Request Name: Lower 74-PM 1.05-1.27

Ref Date: 08/09/2018

Request- & Line	L O C	D I R	L S C	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	H	T	I	12 ORA 074 001.000 - 12 ORA 074 001.270	01-JAN-12	31-DEC-16	N	L						N	N	Y

Event Log:

Job id is : 40999 Accidents Table B Request Lower 74-PM 1.05-1.27 Submitted by TCRHASSA
12 ORA 074 1 - 12 ORA 074 1.27 01/01/2012 TO 12/31/2016

Location Description	Rate Group (RUS)	No. of Accidents / Significance								Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates				
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Fat				F+I	Tot	Fat	F+I	Tot
12 ORA 074 001.000 - 12 ORA 074 001.269 0001-0001 2012-01-01 2016-12-31	.270 MI H 38 U 60 mo.	10	0	3	3	7	0	3	0	42.4	20.94	0.000	.14	.48	0.011	.60	1.41

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22131

Table B Accident Records

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of the reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22131

Table B Accident Records

Report Parameters:

Total Accidents Retrieved

REPORT DATE: 08/09/2018
REFERENCE DATE: 08/09/2018
SUBMITTOR: TCRHASSA
REPORT TITLE: Lower 74-PM 1.05-1.27
EVENT ID: 4034821

10

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S	I F R O A T L H Y	S E 6	D A T E M M - D D - Y Y	ACCIDENT DATE	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L S	R W O C C C	T R O M T R V E H	NO MTR VEH	P T I H I K I R	D V S P E R S O N	O L P C	O L O C	O L O C	O L O C	O L O C	O A F 1 2	M O V 1 2	S D P 1 2	
1 1	12 ORA 074		001.060	I 5	E 6		11-16-12	1000	300004680	4	A A A	H A B	03		D E 1 C 00 00	V2J	---	---	---	N<	J A<					
															A S 1 C 00 00	V1D	V3E	---	---	N<	B A<					
															G E 1 C 00 00	---	V2E	---	---	N<	B A<					
1 1	12 ORA 074		001.060	I 5	E 6		06-06-14	1500	300004680	3	A A A	H A D	02		A N 2 C 00 01	V2F	---	---	---	N<	E A<					
															D E 1 C 00 00	V1F	---	---	---	N<	B A<					
1 1	12 ORA 074		001.060	H -	E 5		07-10-14	1826	300003358	4	A A A	H D D	02		A E 1 C 00 00	V2J	---	---	---	N<	B A<					
															J N 1 C 00 00	V1J	---	---	---	N<	F A<					
1 1	12 ORA 074		001.060	I 5	W 5		10-13-16	1820	300008867	3	A A A	H A D	02		D W 1 C 00 00	V2F	---	---	---	N<	B A<					
															A S 2 C 00 00	V1F	---	---	---	N<	E A<					
1 1	12 ORA 074		001.070	H -	W 5		06-18-15	0712	300005660	4	A A A	H D C	02		I W 1 C 00 01	V2F	18B	43B	---	N<	D A<					
															F W 1 C 00 00	V1F	---	---	---	N<	B A<					
1 1	12 ORA 074		001.120	H -	W 1		09-16-12	2010	969012632		C A D	A H D H	01		D W 1 C 00 00	V2F	---	---	---	N<	B A<					
															X < - < 00 00	V1-	---	---	---	<<	- <<					
1 1	12 ORA 074		001.180	H -	W 7		10-12-13	0035	300001377		D A C	A H D E	01		A W 1 C 00 01	18H	28H	---	---	N<	M G<					
1 1	12 ORA 074		001.190	H -	E 7		09-15-12	1635	300019222	1	A A A	H D A	02		D E 1 C 00 00	V2F	---	---	---	6<	B B<					
															A E 1 C 00 00	V1F	---	---	---	N<	B A<					
1 1	12 ORA 074		001.190	H -	W 6		04-12-13	0610	969018840		C B B	A H D E	01		A W 1 C 00 00	V2F	---	---	---	N<	B A<					
															X < - < 00 00	V1-	---	---	---	<<	- <<					
1 1	12 ORA 074		001.260	H -	E 5		12-03-15	1500	300003358	4	A A A	H D C	02		A E 1 C 00 00	V2J	---	---	---	N<	H A<					
															A E 1 C 00 00	V1J	---	---	---	N<	A A<					

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4034911

Request Name: Lower 74- PM 1.27-1.41

Ref Date: 08/09/2018

Request- & Line	L O C	D I R	L S C	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	H	T	I	12 ORA 074 001.270 - 12 ORA 074 001.410	01-JAN-12	31-DEC-16	N	L						N	N	Y

Event Log:

Job id is : 41053 Accidents Table B Request Lower 74- PM 1.27-1.41 Submitted by TCRHASSA
12 ORA 074 1.27 - 12 ORA 074 1.41 01/01/2012 TO 12/31/2016

Location Description	Rate Group (RUS)	No. of Accidents / Significance								Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates					
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Actual				Average					
													Fat	F+I	Tot	Fat	F+I	Tot
12 ORA 074 001.270 - 12 ORA 074 001.409 0001-0001 2012-01-01 2016-12-31	.140 MI H 60 mo. U	7	0	4	4	5	0	4	0	41.6	10.65	0.000	.38	.66	0.010	.56	1.41	

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22131

Table B Accident Records

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of the reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22131

Table B Accident Records

Report Parameters:

REPORT DATE: 08/09/2018
REFERENCE DATE: 08/09/2018
SUBMITTOR: TCRHASSA
REPORT TITLE: Lower 74- PM 1.27-1.41
EVENT ID: 4034911

Total Accidents Retrieved

7

Table B Accident Records

REQUEST- & LINE	ARS	P POST P MILE	P F R O A S T L H Y	I S D O A DATE	ACCIDENT MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P ENVIR C COND F W L S	R T NO R W O MTR C C C VEH	P D V S T I H I R I	PERSON K I S O P C O C	O L P C O C	O L O C O C	O L O C O C	O L O C O C	O A 1 2	M V	S D 1 2
1 1	12 ORA 074	001.270	H - E 2	11-11-13	1925	300003641	4 A C A H A A	02	A E 1 C 00 02	V2F	---	---	---	N<	M	G<		
1 1	12 ORA 074	001.277	I 5 W 7	05-12-12	1100	300003358	3 A A A H D D	02	A W 1 C 00 01	V1A	---	---	---	N<	B	A<		
1 1	12 ORA 074	001.290	H - E 3	08-18-15	1700	300009220	4 A A A H D D	02	A S 2 C 00 00	V1F	---	---	---	N<	E	A<		
1 1	12 ORA 074	001.290	H - E 3	08-18-15	1700	300009220	4 A A A H D D	02	A E 2 C 00 00	V2H	---	---	---	N<	F	A<		
1 1	12 ORA 074	001.300	H - E 6	03-07-14	1600	300003358	1 A A A H D A	02	C E 1 C 00 01	V1J	---	---	---	N<	N	A<		
1 1	12 ORA 074	001.300	H - E 6	03-07-14	1600	300003358	1 A A A H D A	02	D E 1 C 00 01	V2D	---	---	---	6<	N	B<		
1 1	12 ORA 074	001.320	H - E 5	04-11-13	1955	969012632	6 A D A H D B	02	A W 1 C 00 01	V1F	---	---	---	N<	B	A<		
1 1	12 ORA 074	001.320	H - E 5	04-11-13	1955	969012632	6 A D A H D B	02	J E 1 C 00 00	V2F	---	---	---	N<	G	A<		
1 1	12 ORA 074	001.340	H - W 3	03-29-16	0145	300008861	4 A C A E D E	01	A E 1 C 00 00	V1G	---	---	---	N<	A	A<		
1 1	12 ORA 074	001.340	H - W 3	03-29-16	0145	300008861	4 A C A E D E	01	A W 1 C 00 01	23H	17H	44F	---	6M	M	A<		
1 1	12 ORA 074	001.390	H - W 7	05-18-13	2200	969018953	1 A D A H D E	01	D W 1 C 00 00	15H	---	---	---	4<	M	B<		

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4034916

Request Name: Lower 74- PM 1.41-1.53

Ref Date: 08/09/2018

Request- & Line	L O C	D I R	L S C	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	H	T	I	12 ORA 074 001.410 - 12 ORA 074 001.530	01-JAN-12	31-DEC-16	N	L						N	N	Y

Event Log:

Job id is : 41057 Accidents Table B Request Lower 74- PM 1.41-1.53 Submitted by TCRHASSA
12 ORA 074 1.41 - 12 ORA 074 1.53 01/01/2012 TO 12/31/2016

Location Description	Rate Group (RUS)	No. of Accidents / Significance								Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates					
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Actual				Average					
													Fat	F+I	Tot	Fat	F+I	Tot
12 ORA 074 001.410 - 12 ORA 074 001.529 0001-0001 2012-01-01 2016-12-31	.120 MI H 14 U 60 mo.	2	0	1	1	2	0	2	0	41.6	9.13	0.000	.11	.22	0.010	.54	1.41	

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22131

Table B Accident Records

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of the reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22131

Table B Accident Records

Report Parameters:

REPORT DATE: 08/09/2018
REFERENCE DATE: 08/09/2018
SUBMITTOR: TCRHASSA
REPORT TITLE: Lower 74-PM 1.53-1.64
EVENT ID: 4035060

Total Accidents Retrieved

14

Table B Accident Records

REQUEST- & LINE	ARS	P POST P MILE	P F R O A S T L H Y	I S D O A DATE	ACCIDENT MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P ENVIR C COND F W L S	R T NO R W O MTR C C C VEH	P D V S T I H I R I	PERSON K I S O P C O C	O L S O	O L S O	O L S O	O L S O	O L S O	O A F O	M V	S D P
1 1	12 ORA 074	001.413	I 5 E 6	09-04-15	2255	300007495	C A C A H A D	02	A N 2 C	00 01	V2F	23J	29J	---	N<	B	A<		
									D E 1 C	00 00	V1F	---	---	---	N<	B	A<		
1 1	12 ORA 074	001.413	I 5 E 2	04-25-16	1845	300008861	3 A B A H D D	02	D E 1 C	00 00	V2F	---	---	---	N<	B	B<		
									A W 2 C	00 00	V1B	---	---	---	N<	E	A<		

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4035060

Request Name: Lower 74-PM 1.53-1.64

Ref Date: 08/09/2018

Request- & Line	L O C	D I R	L S C	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	H	T	I	12 ORA 074 001.410 - 12 ORA 074 001.530	01-JAN-12	31-DEC-16	N	L						N	N	Y
1 2	H	T	I	12 ORA 074 001.530 - 12 ORA 074 001.640	01-JAN-12	31-DEC-16	N	L						N	N	Y
1 3	H	T	I	12 ORA 074 001.530 - 12 ORA 074 001.640	01-JAN-12	31-DEC-16	N	L						N	N	Y
1 4	H	T	I	12 ORA 074 001.530 - 12 ORA 074 001.640	01-JAN-12	31-DEC-16	N	L						N	N	Y

Event Log:

Job id is : 41151 Accidents Table B Request Lower 74-PM 1.53-1.64 Submitted by TCRHASSA
12 ORA 074 1.41 - 12 ORA 074 1.53 01/01/2012 TO 12/31/2016
12 ORA 074 1.53 - 12 ORA 074 1.64 01/01/2012 TO 12/31/2016
12 ORA 074 1.53 - 12 ORA 074 1.64 01/01/2012 TO 12/31/2016
12 ORA 074 1.53 - 12 ORA 074 1.64 01/01/2012 TO 12/31/2016

Location Description	Rate Group (RUS)	No. of Accidents / Significance								Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates				
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Actual				Average				
												Fat	F+I	Tot	Fat	F+I	Tot
12 ORA 074 001.410 - 12 ORA 074 001.529 0001-0001 2012-01-01 2016-12-31	60 mo. .120 MI H 14 U	2	0	1	1	2	0	2	0	41.6	9.13	0.000	.11	.22	0.010	.54	1.41
12 ORA 074 001.530 - 12 ORA 074 001.639 0001-0002 2012-01-01 2016-12-31	60 mo. .110 MI H 14 U	4	0	1	1	4	0	2	0	41.6	8.37	0.000	.12	.48	0.010	.54	1.41
12 ORA 074 001.530 - 12 ORA 074 001.639 0001-0003 2012-01-01 2016-12-31	60 mo. .110 MI H 14 U	4	0	1	1	4	0	2	0	41.6	8.37	0.000	.12	.48	0.010	.54	1.41
12 ORA 074 001.530 - 12 ORA 074 001.639 0001-0004 2012-01-01 2016-12-31	60 mo. .110 MI H 14 U	4	0	1	1	4	0	2	0	41.6	8.37	0.000	.12	.48	0.010	.54	1.41

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22131

Table B Accident Records

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of the reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22131

Table B Accident Records

Report Parameters:

REPORT DATE: 08/09/2018
REFERENCE DATE: 08/09/2018
SUBMITTOR: TCRHASSA
REPORT TITLE: Lower 74- PM 1.41-1.53
EVENT ID: 4034916

Total Accidents Retrieved

2

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S	F T	R L	O H	A Y	DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F W L S	R W	T C	NO MTR C C C	P T	D V	S S	PERSON K I S O	O L P C	O L O C	O L O C	O L O C	O A M S D	F O P
1 1	12 ORA 074	001.413	I 5 E 6	09-04-15	2255	300007495	C A C A	H A D	02	A N 2 C 00 01	V2F	23J	29J	---	N<	B	A<	D E 1 C 00 00	V1F	---	---	---	N<	B	A<	
1 1	12 ORA 074	001.413	I 5 E 2	04-25-16	1845	300008861	3 A B A	H D D	02	D E 1 C 00 00	V2F	---	---	---	N<	B	B<	A W 2 C 00 00	V1B	---	---	---	N<	E	A<	
1 2	12 ORA 074	001.530	H - W 3	06-16-15	1540	300009220	5 A A A	H D C	02	D W 1 C 00 00	V2F	---	---	---	N<	B	A<	D W 1 C 00 00	V1F	---	---	---	N<	A	A<	
1 2	12 ORA 074	001.580	H - W 4	01-09-13	0802	300007067	3 A A A	H D D	02	A S 1 C 00 00	V2F	---	---	---	N<	B	A<	A S 2 C 00 00	V1F	---	---	---	N<	E	A<	
1 2	12 ORA 074	001.580	H - E 6	09-02-16	0655	300005660	1 B B A	H D B	02	A E 1 C 00 00	V2J	---	---	---	6<	J	<E	E E 1 C 00 00	V1F	---	---	---	N<	B	A<	
1 2	12 ORA 074	001.610	H - E 7	08-06-16	0150	300004535	D A C A	H D B	02	A E 1 C 00 01	V2F	---	---	---	N<	M	H<	A W 1 C 00 00	V1F	---	---	---	N<	M	H<	
1 3	12 ORA 074	001.530	H - W 3	06-16-15	1540	300009220	5 A A A	H D C	02	D W 1 C 00 00	V2F	---	---	---	N<	B	A<	D W 1 C 00 00	V1F	---	---	---	N<	A	A<	
1 3	12 ORA 074	001.580	H - W 4	01-09-13	0802	300007067	3 A A A	H D D	02	A S 1 C 00 00	V2F	---	---	---	N<	B	A<	A S 2 C 00 00	V1F	---	---	---	N<	E	A<	
1 3	12 ORA 074	001.580	H - E 6	09-02-16	0655	300005660	1 B B A	H D B	02	A E 1 C 00 00	V2J	---	---	---	6<	J	<E	E E 1 C 00 00	V1F	---	---	---	N<	B	A<	
1 3	12 ORA 074	001.610	H - E 7	08-06-16	0150	300004535	D A C A	H D B	02	A E 1 C 00 01	V2F	---	---	---	N<	M	H<	A W 1 C 00 00	V1F	---	---	---	N<	M	H<	
1 4	12 ORA 074	001.530	H - W 3	06-16-15	1540	300009220	5 A A A	H D C	02	D W 1 C 00 00	V2F	---	---	---	N<	B	A<	D W 1 C 00 00	V1F	---	---	---	N<	A	A<	
1 4	12 ORA 074	001.580	H - W 4	01-09-13	0802	300007067	3 A A A	H D D	02	A S 1 C 00 00	V2F	---	---	---	N<	B	A<	A S 2 C 00 00	V1F	---	---	---	N<	E	A<	
1 4	12 ORA 074	001.580	H - E 6	09-02-16	0655	300005660	1 B B A	H D B	02	A E 1 C 00 00	V2J	---	---	---	6<	J	<E	E E 1 C 00 00	V1F	---	---	---	N<	B	A<	
1 4	12 ORA 074	001.610	H - E 7	08-06-16	0150	300004535	D A C A	H D B	02	A E 1 C 00 01	V2F	---	---	---	N<	M	H<	A W 1 C 00 00	V1F	---	---	---	N<	M	H<	

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4035098

Request Name: Lower 74-PM 1.64-2.1

Ref Date: 08/09/2018

Request- & Line	L O C	D I R	L S C	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	H	T	I	12 ORA 074 001.410 - 12 ORA 074 001.530	01-JAN-12	31-DEC-16	N	L						N	N	Y
1 2	H	T	I	12 ORA 074 001.530 - 12 ORA 074 001.640	01-JAN-12	31-DEC-16	N	L						N	N	Y
1 3	H	T	I	12 ORA 074 001.530 - 12 ORA 074 001.640	01-JAN-12	31-DEC-16	N	L						N	N	Y
1 4	H	T	I	12 ORA 074 001.530 - 12 ORA 074 001.640	01-JAN-12	31-DEC-16	N	L						N	N	Y

Event Log:

Job id is : 41182 Accidents Table B Request Lower 74-PM 1.64-2.1 Submitted by TCRHASSA
12 ORA 074 1.41 - 12 ORA 074 1.53 01/01/2012 TO 12/31/2016
12 ORA 074 1.53 - 12 ORA 074 1.64 01/01/2012 TO 12/31/2016
12 ORA 074 1.53 - 12 ORA 074 1.64 01/01/2012 TO 12/31/2016
12 ORA 074 1.53 - 12 ORA 074 1.64 01/01/2012 TO 12/31/2016

Location Description	Rate Group (RUS)	No. of Accidents / Significance								Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates				
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Actual				Average				
												Fat	F+I	Tot	Fat	F+I	Tot
12 ORA 074 001.410 - 12 ORA 074 001.529 0001-0001 2012-01-01 2016-12-31	60 mo. .120 MI H 14 U	2	0	1	1	2	0	2	0	41.6	9.13	0.000	.11	.22	0.010	.54	1.41
12 ORA 074 001.530 - 12 ORA 074 001.639 0001-0002 2012-01-01 2016-12-31	60 mo. .110 MI H 14 U	4	0	1	1	4	0	2	0	41.6	8.37	0.000	.12	.48	0.010	.54	1.41
12 ORA 074 001.530 - 12 ORA 074 001.639 0001-0003 2012-01-01 2016-12-31	60 mo. .110 MI H 14 U	4	0	1	1	4	0	2	0	41.6	8.37	0.000	.12	.48	0.010	.54	1.41
12 ORA 074 001.530 - 12 ORA 074 001.639 0001-0004 2012-01-01 2016-12-31	60 mo. .110 MI H 14 U	4	0	1	1	4	0	2	0	41.6	8.37	0.000	.12	.48	0.010	.54	1.41

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22131

Table B Accident Records

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of the reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22131

Table B Accident Records

Report Parameters:

REPORT DATE: 08/09/2018
REFERENCE DATE: 08/09/2018
SUBMITTOR: TCRHASSA
REPORT TITLE: Lower 74-PM 1.64-2.1
EVENT ID: 4035097

Total Accidents Retrieved

14

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S	F T	R L	O H	A Y	DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F W L S	R W	T C	NO MTR C C C	P T	D V	S S	PERSON K I S O	O L P C	O L O C	O L O C	O L O C	O A M S D	F O P
1 1	12 ORA 074	001.413	I 5 E 6	09-04-15	2255	300007495	C A C A	H A D	02	A N 2 C 00 01	V2F	23J	29J	---	N<	B	A<	D E 1 C 00 00	V1F	---	---	---	N<	B	A<	
1 1	12 ORA 074	001.413	I 5 E 2	04-25-16	1845	300008861	3 A B A	H D D	02	D E 1 C 00 00	V2F	---	---	---	N<	B	B<	A W 2 C 00 00	V1B	---	---	---	N<	E	A<	
1 2	12 ORA 074	001.530	H - W 3	06-16-15	1540	300009220	5 A A A	H D C	02	D W 1 C 00 00	V2F	---	---	---	N<	B	A<	D W 1 C 00 00	V1F	---	---	---	N<	A	A<	
1 2	12 ORA 074	001.580	H - W 4	01-09-13	0802	300007067	3 A A A	H D D	02	A S 1 C 00 00	V2F	---	---	---	N<	B	A<	A S 2 C 00 00	V1F	---	---	---	N<	E	A<	
1 2	12 ORA 074	001.580	H - E 6	09-02-16	0655	300005660	1 B B A	H D B	02	A E 1 C 00 00	V2J	---	---	---	6<	J	<E	E E 1 C 00 00	V1F	---	---	---	N<	B	A<	
1 2	12 ORA 074	001.610	H - E 7	08-06-16	0150	300004535	D A C A	H D B	02	A E 1 C 00 01	V2F	---	---	---	N<	M	H<	A W 1 C 00 00	V1F	---	---	---	N<	M	H<	
1 3	12 ORA 074	001.530	H - W 3	06-16-15	1540	300009220	5 A A A	H D C	02	D W 1 C 00 00	V2F	---	---	---	N<	B	A<	D W 1 C 00 00	V1F	---	---	---	N<	A	A<	
1 3	12 ORA 074	001.580	H - W 4	01-09-13	0802	300007067	3 A A A	H D D	02	A S 1 C 00 00	V2F	---	---	---	N<	B	A<	A S 2 C 00 00	V1F	---	---	---	N<	E	A<	
1 3	12 ORA 074	001.580	H - E 6	09-02-16	0655	300005660	1 B B A	H D B	02	A E 1 C 00 00	V2J	---	---	---	6<	J	<E	E E 1 C 00 00	V1F	---	---	---	N<	B	A<	
1 3	12 ORA 074	001.610	H - E 7	08-06-16	0150	300004535	D A C A	H D B	02	A E 1 C 00 01	V2F	---	---	---	N<	M	H<	A W 1 C 00 00	V1F	---	---	---	N<	M	H<	
1 4	12 ORA 074	001.530	H - W 3	06-16-15	1540	300009220	5 A A A	H D C	02	D W 1 C 00 00	V2F	---	---	---	N<	B	A<	D W 1 C 00 00	V1F	---	---	---	N<	A	A<	
1 4	12 ORA 074	001.580	H - W 4	01-09-13	0802	300007067	3 A A A	H D D	02	A S 1 C 00 00	V2F	---	---	---	N<	B	A<	A S 2 C 00 00	V1F	---	---	---	N<	E	A<	
1 4	12 ORA 074	001.580	H - E 6	09-02-16	0655	300005660	1 B B A	H D B	02	A E 1 C 00 00	V2J	---	---	---	6<	J	<E	E E 1 C 00 00	V1F	---	---	---	N<	B	A<	
1 4	12 ORA 074	001.610	H - E 7	08-06-16	0150	300004535	D A C A	H D B	02	A E 1 C 00 01	V2F	---	---	---	N<	M	H<	A W 1 C 00 00	V1F	---	---	---	N<	M	H<	

Appendix E. Speed Calculation Worksheets

This page intentionally left blank

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	34.5	47.8	0.12	8.7	F
Reata Road	II	45	114.3	5.6	119.9	1.42	42.6	A
La Pata Avenue	II	45	40.1	31.6	71.7	0.44	22.1	C
Total	II		167.7	71.7	239.4	1.97	29.7	B

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	45	26.3	42.7	69.0	0.25	13.2	E
Reata Road	II	45	40.1	14.9	55.0	0.44	28.9	B
La Novia Avenue	II	43	104.2	17.0	121.2	1.26	37.3	A
Total	II		170.6	74.6	245.2	1.95	28.6	B

Arterial Level of Service**Arterial Level of Service: EB SR-74**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	22.2	35.5	0.12	11.7	F
Reata Road	II	45	114.3	7.4	121.7	1.42	41.9	A
La Pata Avenue	II	45	40.1	23.1	63.2	0.44	25.1	C
Total	II		167.7	52.7	220.4	1.97	32.3	B

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	45	26.3	33.6	59.9	0.25	15.2	E
Reata Road	II	45	40.1	10.3	50.4	0.44	31.5	B
La Novia Avenue	II	43	104.2	4.7	108.9	1.26	41.6	A
Total	II		170.6	48.6	219.2	1.95	32.0	B

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	34.8	48.1	0.12	8.7	F
Reata Road	II	45	114.3	5.9	120.2	1.42	42.5	A
La Pata Avenue	II	45	40.1	34.8	74.9	0.44	21.2	D
Total	II		167.7	75.5	243.2	1.97	29.2	B

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	45	26.3	44.1	70.4	0.25	12.9	F
Reata Road	II	45	40.1	18.3	58.4	0.44	27.2	C
La Novia Avenue	II	43	104.2	19.3	123.5	1.26	36.6	A
Total	II		170.6	81.7	252.3	1.95	27.8	C

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	28.3	41.6	0.12	10.0	F
Reata Road	II	45	114.3	8.4	122.7	1.42	41.6	A
La Pata Avenue	II	45	40.1	28.5	68.6	0.44	23.1	C
Total	II		167.7	65.2	232.9	1.97	30.5	B

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	45	26.3	34.3	60.6	0.25	15.0	E
Reata Road	II	45	40.1	13.0	53.1	0.44	29.9	B
La Novia Avenue	II	43	104.2	5.3	109.5	1.26	41.3	A
Total	II		170.6	52.6	223.2	1.95	31.5	B

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	46.5	59.8	0.12	7.0	F
Via Cordova	II	43	66.8	13.9	80.7	0.79	35.2	A
Reata Road	II	45	71.5	13.5	85.0	0.89	37.9	A
La Pata Avenue	II	45	40.1	24.7	64.8	0.44	24.5	C
Total	II		191.7	98.6	290.3	2.24	27.8	C

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	35	30.1	46.8	76.9	0.25	11.9	F
Reata Road	II	45	40.1	45.5	85.6	0.44	18.5	D
Hunt Club Drive	II	45	71.5	52.0	123.5	0.89	26.1	C
La Novia Avenue	II	43	66.8	47.9	114.7	0.79	24.8	C
Total	II		208.5	192.2	400.7	2.38	21.4	D

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	67.4	80.7	0.12	5.2	F
Via Cordova	II	43	66.8	21.6	88.4	0.79	32.1	B
Reata Road	II	45	71.5	12.7	84.2	0.89	38.2	A
La Pata Avenue	II	45	40.1	38.8	78.9	0.44	20.1	D
Total	II		191.7	140.5	332.2	2.24	24.3	C

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	35	30.1	35.5	65.6	0.25	13.9	E
Reata Road	II	45	40.1	14.4	54.5	0.44	29.1	B
Hunt Club Drive	II	45	71.5	12.5	84.0	0.89	38.3	A
La Novia Avenue	II	43	66.8	9.8	76.6	0.79	37.1	A
Total	II		208.5	72.2	280.7	2.38	30.5	B

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	56.2	69.5	0.12	6.0	F
Reata Road	II	45	114.3	9.0	123.3	1.42	41.4	A
La Pata Avenue	II	45	40.1	38.9	79.0	0.44	20.1	D
Total	II		167.7	104.1	271.8	1.97	26.2	C

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	45	26.3	55.8	82.1	0.25	11.1	F
Reata Road	II	45	40.1	66.9	107.0	0.44	14.8	E
La Novia Avenue	II	43	104.2	85.9	190.1	1.26	23.8	C
Total	II		170.6	208.6	379.2	1.95	18.5	D

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	107.3	120.6	0.12	3.5	F
Reata Road	II	45	114.3	15.7	130.0	1.42	39.3	A
La Pata Avenue	II	45	40.1	48.4	88.5	0.44	17.9	D
Total	II		167.7	171.4	339.1	1.97	21.0	D

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	45	26.3	36.6	62.9	0.25	14.5	E
Reata Road	II	45	40.1	22.0	62.1	0.44	25.6	C
La Novia Avenue	II	43	104.2	7.7	111.9	1.26	40.4	A
Total	II		170.6	66.3	236.9	1.95	29.7	B

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	68.6	81.9	0.12	5.1	F
Via Cordova	II	43	66.7	17.1	83.8	0.79	33.9	B
Reata Road	II	45	71.5	24.7	96.2	0.89	33.5	B
La Pata Avenue	II	45	40.1	26.0	66.1	0.44	24.0	C
Total	II		191.6	136.4	328.0	2.24	24.6	C

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	35	30.1	75.5	105.6	0.25	8.6	F
Reata Road	II	45	40.1	244.8	284.9	0.44	5.6	F
Hunt Club Drive	II	45	71.5	180.2	251.7	0.89	12.8	F
La Novia Avenue	II	43	66.7	155.4	222.1	0.79	12.8	F
Total	II		208.4	655.9	864.3	2.38	9.9	F

Arterial Level of Service

Arterial Level of Service: EB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Novia Avenue	II	40	13.3	180.6	193.9	0.12	2.1	F
Via Cordova	II	43	66.8	55.1	121.9	0.79	23.3	C
Reata Road	II	45	71.5	36.2	107.7	0.89	29.9	B
La Pata Avenue	II	45	40.1	80.8	120.9	0.44	13.1	E
Total	II		191.7	352.7	544.4	2.24	14.8	E

Arterial Level of Service: WB SR-74

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Antonio Parkway	II	35	30.1	39.0	69.1	0.25	13.2	E
Reata Road	II	45	40.1	31.5	71.6	0.44	22.2	C
Hunt Club Drive	II	45	71.5	16.7	88.2	0.89	36.5	A
La Novia Avenue	II	43	66.8	3.5	70.3	0.79	40.4	A
Total	II		208.5	90.7	299.2	2.38	28.6	B