

DRAFT

**STATE ROUTE 74  
LOWER ORTEGA HIGHWAY WIDENING**

**Orange County, California  
District 12 – ORA – 74, (KP 1.7/3.0) PM 1.0/1.9  
EA 086900**

**TRAFFIC STUDY**

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# Chapter 1.0

## INTRODUCTION

This report presents traffic analysis information for the Lower SR-74 Widening Project. It has been prepared to provide supporting data for the Environmental Impact Report (EIR) being prepared for widening this section of highway.

### PROJECT DESCRIPTION

The proposed project is located on a section of SR-74 (Ortega Highway) within the City of San Juan Capistrano, east of I-5 from Calle Entradero (PM 1.0/KP 1.7) to the City of San Juan Capistrano/Orange County line (PM 1.9/KP 3.0). Currently, there are two 12-foot (3.6-meters) lanes in each direction and no median throughout the project area. The project will provide one additional 12-foot (3.6 meters) wide lane in each direction, as well as a 12-foot (3.6 meters) wide painted median.

Throughout most of its length, a five foot (1.5 meter) paved shoulder will be provided on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities. From Avenida Siega to the City/County limits, the shoulder/bike lane will transition to an eight-foot wide (2.4 meter wide) shoulder to merge with the County portion of the widening project.

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. The other two connections to the south are Tee intersections. Additionally, to the north, Palm Hill Drive, Strawberry Lane, and Toyon Drive provide access to private property. Each intersection will be modified/widened to accommodate the additional lanes, median, and shoulders. Where there are existing right-turn pockets (Via Cordova and Via Cristal), the right-turn pocket will remain. No new intersections are proposed, and no existing intersections are proposed to be signalized (no intersections meet a signal warrant).

There are two Build Alternatives, the differences being in the amount of widening on the north side versus the south side of the roadway. Build Alternative 1 proposes eliminating the sidewalk on the north side of State Route 74 to accommodate the widening. The south sidewalk 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 on the south side to just east of Avenida Siega, where it would connect to the County sidewalk system being constructed with the County portion of the project.

Under Build Alternative 2, the sidewalk on the north side of SR-74 between Calle Entradero and Via Cordova would be retained, but would be reconstructed. This existing meandering sidewalk would be reconstructed as a straight sidewalk (not curvilinear) within the existing public right-of-way. A short retaining wall would be required along the existing limit of the public right-of-way, which is delineated by the south side edge of the existing equestrian trail.

## **SCOPE AND METHODOLOGY**

The traffic analysis evaluates the project in a 2035 time frame, comparing the No-Build Alternative with the two Build Alternatives. Peak hour traffic forecasts are used to derive a number of performance measures as described in the next section of this chapter. It should be noted that for traffic analysis purposes, there is no difference between the two Build Alternatives since the lane configurations are the same for each. Hence, throughout this report they are referred to as the Build Alternatives.

The traffic forecast data used for the analysis has been prepared using the South County Sub-Area Model (SCSAM) which, in turn, was derived from the Orange County Transportation Analysis Model (OCTAM) version 3.1. The SCSAM has undergone certification by the Orange County Transportation Authority (OCTA) and thereby is consistent with the subarea modeling guidelines established by that agency. The sub-area model serves a number of applications in South Orange County including local area traffic analyses in Laguna Niguel, San Juan Capistrano, Mission Viejo and unincorporated Orange County areas. The consistency requirements ensure that the traffic model data is derived in a regional context, in this case with OCP-2004 demographic projections for Orange County and General Plan land use buildout for the cities of Mission Viejo, San Juan Capistrano, Laguna Niguel, and the communities of Las Flores and Ladera Ranch. For the Rancho Mission Viejo area east of the city, the land use plan as approved in 2004 and modified under a subsequent Settlement Agreement has been used in the traffic forecasting assumptions.

Other considerations in the traffic forecast database include future roadways in South Orange County, including Master Plan of Arterial Highways (MPAH) additions such as La Pata Avenue and a

southward extension of SR-241 along the recently adopted alignment. A more detailed discussion of the assumptions used in the analysis can be found in Chapter 2.0 of this report.

## **PERFORMANCE CRITERIA**

The study area for the analysis is shown in Figure 1-1. Peak hour and average daily traffic (ADT) volumes for this section of roadway are used to compare traffic performance for the Build Alternatives versus the No Build project alternative.

Table 1-1 summarizes the performance criteria used in the analysis. For roadway sections within the project limits, a volume-to-capacity (V/C) based analysis was performed. The peak hour lane capacity for the Build Alternatives uses the Caltrans guidelines for multi-lane highways (see Table A-1 in the appendix). For the No-Build, the capacity was reduced by 15 percent to account for the existing facility being two lanes with substandard shoulders and other constraints (the 15 percent reduction was estimated by examining the various factors affecting capacity as discussed in the Highway Capacity Manual (HCM)).

It might be noted that the HCM uses a methodology for two-lane highways that is based on the ability to pass. The LOS is calculated for two-directional peak hour flows with LOS being a function of the calculated “Percent Time Spent Following (PTSF).” While V/C is also calculated, it is not used for determining LOS. Since no passing is possible along Ortega Highway, and a 45 MPH speed limit is posted along the existing two-lane section, the HCM methodology is not considered applicable to this section of Highway.

In addition to the V/C link analysis, an intersection analysis was performed using the Highway Capacity Manual (HCM) stopped delay methodology for all the study area intersections. In this case, SYNCHRO 6.0 was used to derive delay values at the legs of the intersections subject to stop control.

## **RELATED STUDIES**

Several recent studies have relevance with respect to this project. Some brief comments on each are as follows:

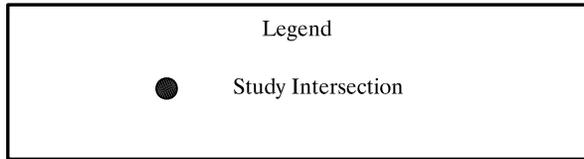
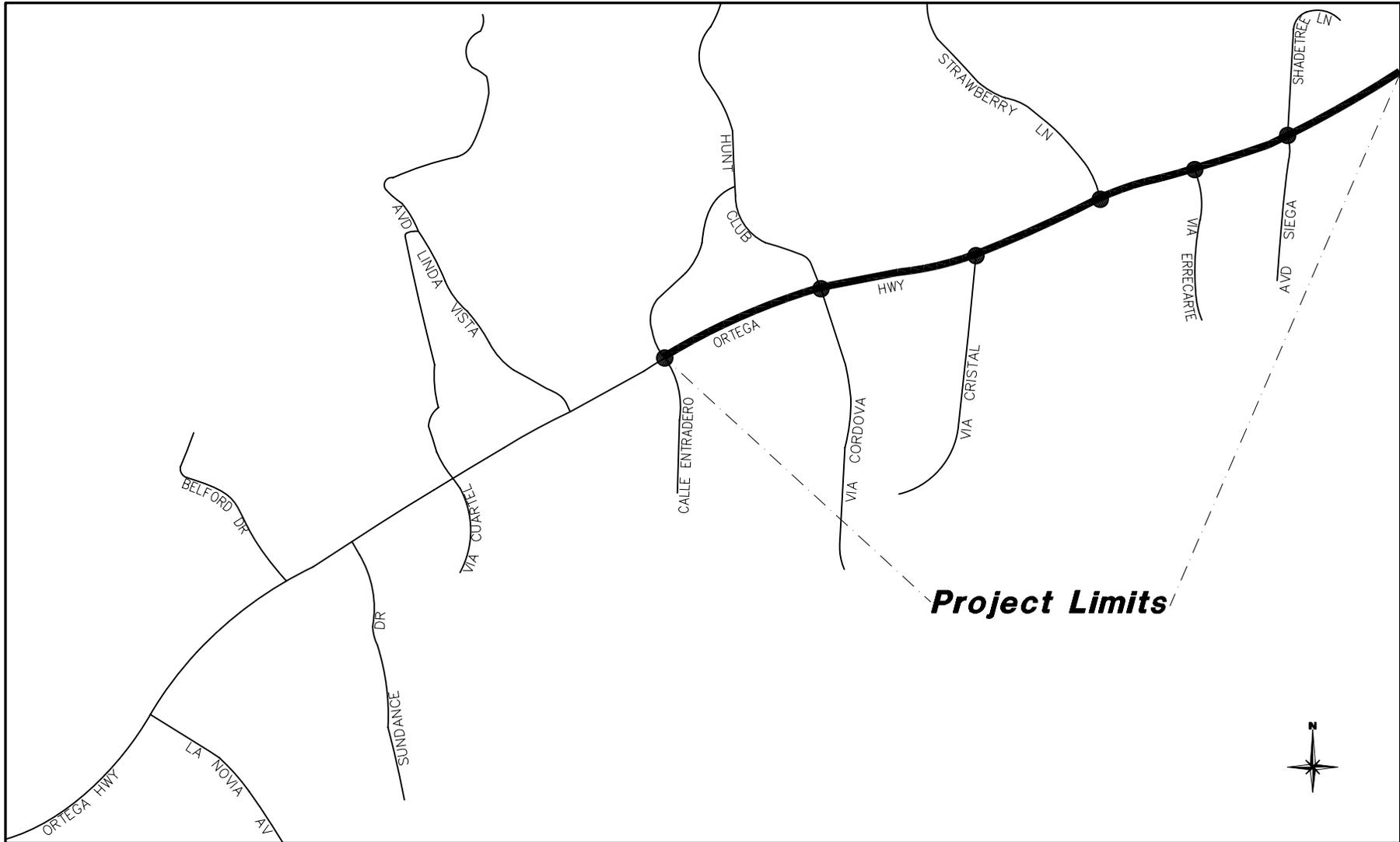


Figure 1-1  
STUDY AREA

Table 1-1

PERFORMANCE CRITERIA

**ROADWAY SECTIONS**

**V/C Calculation Methodology**

Based on peak hour volume/capacity (V/C) ratios calculated using the following lane capacities:

A maximum capacity of 1,785 vehicles per hour per lane (vphpl) for the No-Build Alternative (i.e., a two-lane highway).

A maximum capacity of 2,100 vphpl for the Build Alternatives (i.e., a four-lane highway).

**Performance Standard**

Level of Service D (peak hour V/C less than or equal to .88).

**ARTERIAL INTERSECTIONS**

**Stopped Delay Calculation Methodology**

Highway Capacity Manual (HCM) methodology using SYNCHRO 6.0

**Performance Standard**

Level of Service D - stopped delay less than or equal to 50 seconds (applies only to vehicles entering or exiting a side street).

**MEASURES OF EFFECTIVENESS**

The following measures are derived for the section of highway in the project limits:

Average Speed by direction for AM and PM peak hours

### **The Ranch Plan (Reference 1)**

This project will have 14,000 dwelling units plus commercial and business park uses. It was approved by the Orange County Board of Supervisors in 2004, and updated as part of a subsequent settlement agreement with parties pursuing potential litigation. The EIR for that project provided the environmental documentation for the County portion of the SR-74 widening.

### **SR-241 Extension (Reference 2)**

As part of the South County Transportation Infrastructure Improvement Plan (SOCTIIP), various alignments of the SR-241 extension were analyzed. The volumes in this report assume that extension along the alignment that was selected as part of the SOCTIIP process. The implications with respect to the project not being built by 2035 are discussed in Chapter 4.0.

### **I-5/SR-74 Interchange (Reference 3)**

Improvements to this interchange have been the subject of a Caltrans Project Study Report (PSR). A Project Report and accompanying environmental documentation are currently nearing completion.

## **REFERENCES**

1. "SR-74 (Ortega Highway) Widening Project Traffic Study," Austin-Foust Associates, Inc., February 2008.
2. "South Orange County Transportation Infrastructure Improvement Project Traffic And Circulation Technical Report," Austin-Foust Associates, Inc., December 2003.
3. "I-5/Ortega Highway Interchange Traffic Analysis For Project Report," Austin-Foust Associates, Inc., February 2008.

# Chapter 2.0

## TRANSPORTATION SETTING

This chapter describes the transportation setting for the proposed project. Existing conditions are presented followed by growth forecasts for use in the traffic analysis.

### EXISTING CONDITIONS

The existing (2008) ADT and peak hour volumes along the section of SR-74, between La Novia Avenue and the easterly project limits, can be seen in Figures 2-1 and 2-2. While only the roadway segments and intersections within the project are analyzed in this traffic study, the extended forecasts given here show the continuity of flow along this section of SR-74.

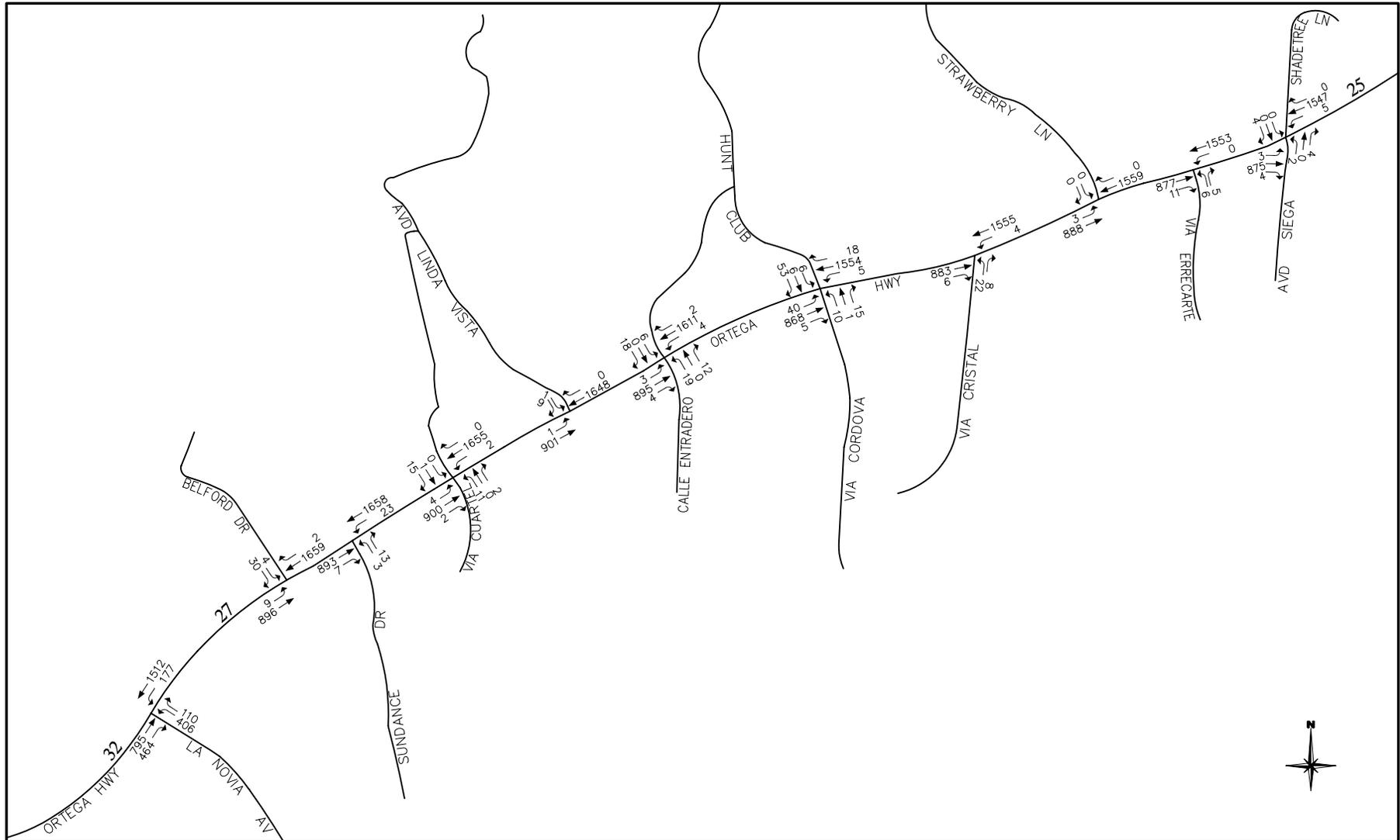
Application of the highway segment and intersection performance criteria outlined in Chapter 1.0 gives the level of service (LOS) results presented in Table 2-1. As can be seen here, the two-lane section of roadway at the west end of the project limits is showing LOS “E” for westbound traffic during the AM peak hour.

The side street delay values are listed in Table 2-2. It should be noted that these side street delay values are calculated using the Highway Capacity Manual (HCM) procedures. Such calculations assume certain gap acceptance parameters and may not be representative of actual conditions or driver behavior at individual locations. The HCM values are accepted practice for comparative purposes when intersection LOS (delay < 50 sec/veh) is being evaluated.

For the side street exiting and entering movements, the calculated delay exceeds the acceptable LOS for several movements and locations.

### FUTURE GROWTH

As background to the 2035 analysis year projections, demographic data is presented for the areas that generally contribute to traffic growth along the proposed project. This information is taken from the



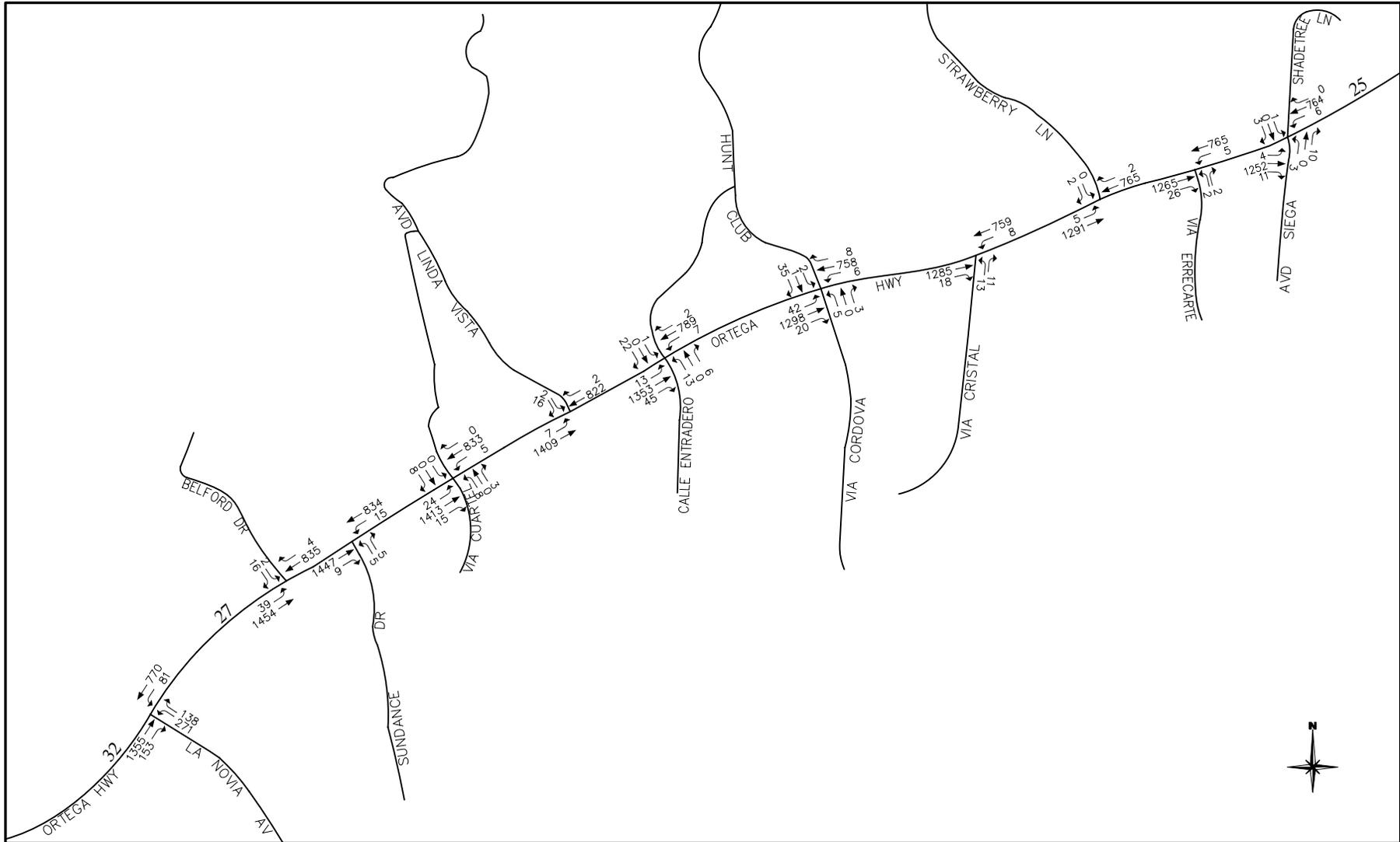
**Legend**

XX ADT (000s) - two direction

yyy → Peak Hour

**Figure 2-1**

2008 AM PEAK HOUR AND ADT VOLUMES



**Legend**

XX ADT (000s) - two direction

yyyy → Peak Hour

**Figure 2-2**

**2008 PM PEAK HOUR AND ADT VOLUMES**

Table 2-1

EXISTING LEVEL OF SERVICE (LOS)  
-Roadway Segments

Location	Lane Design Capacity	Number of Lanes	Peak Hour Facility Capacity	Peak Hour Volume*	V/C	LOS
<b>SR-74 w/o Via Cordova/Hunt Club</b>						
AM	2,100	1	1,785	1,617	0.94	E
PM	2,100	1	1,785	1,360	0.76	D
<b>SR-74 w/o Via Cristal</b>						
AM	v	1	1,785	1,577	0.88	D
PM	2,100	1	1,785	1,303	0.73	D
<b>SR-74 w/o Avenida Siega</b>						
AM	2,100	1	1,785	1,553	0.87	D
PM	2,100	1	1,785	1,267	0.71	D
<b>SR-74 e/o Avenida Siega</b>						
AM	2,100	1	1,785	1,552	0.87	D
PM	2,100	1	1,785	1,263	0.71	D
<p>*Highest one-way volume (westbound in the AM and eastbound in the PM)</p> <p>Level of service values as follows: A V/C &lt; .30                      B V/C .30 - .47                      C V/C .48 - .68                      D V/C .69 - .88                      E V/C .89 - 1.00                      F V/C &gt; 1.00</p>						

Table 2-2

EXISTING DELAY BY INTERSECTION MOVEMENTS

INTERSECTION	DELAY (sec/veh)					
	EBL	WBL	NBL	NBR	SBL	SBR
<b>6. Calle Entradero &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	21	9	58	4	118	10
PM Peak Hour						
Existing	2	17	90	13	68	4
<b>7. Via Cordova/Hunt Club &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	26	12	147	10	146	14
PM Peak Hour						
Existing	4	22	32	34	97	5
<b>8. Via Cristal &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	--	17	*	13	--	--
PM Peak Hour						
Existing	--	32	141	16	--	--
<b>9. Strawberry &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	59	--	--	--	*	*
PM Peak Hour						
Existing	2	--	--	--	40	5
<b>10. Via Errecarte &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	--	6	153	38	--	--
PM Peak Hour						
Existing	--	8	57	25	--	--
<b>11. Avd Siega &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	92	9	*	10	*	*
PM Peak Hour						
Existing	2	23	53	20	44	0
<p>* Denotes greater than 200 seconds of delay</p> <p>LOS ranges: 0 – 10 sec A            10 – 15 sec B            15 – 25 sec C            25 – 35 sec D            35 – 50 sec E</p>						

Orange County Projections 2006 (OCP- 2006), and shows growth in population and employment for five-year intervals from 2005 through 2035.

The OCP-2006 projections of population and employment for selected areas in the vicinity of the project can be seen in Table 2-3 (Figure 2-3 shows the referenced areas). The project is located at the most northerly end of Community Analysis Area (CAA) 68 at the boundary between CAA's 64 and 59. Traffic growth in this area between 2005 and 2035 is anticipated to be around 40 percent when both population and employment are considered (as noted below, not all this growth occurs on SR-74 because of new regional roadway connections).

## **FUTURE ROADWAY NETWORK**

The future highway network in the vicinity of the project is shown in Figure 2-4. The assumptions used here represent a future "committed" network, which generally comprises funded improvements. New regional linkages include the La Pata Avenue southward extension and the SR-241 southward extension along the recently adopted A7C-FEC-M Alignment.

The future network does not include certain roadways that are on the County Master Plan of Arterial Highways (MPAH) such as the extensions of San Juan Creek Road and Camino Las Ramblas to La Pata Avenue. Nor is the future northward extension of Alipaz Street in the City of San Juan Capistrano included in the committed network assumptions. These MPAH roadways are discussed in a special section in Chapter 4.0.

## **TRAFFIC FORECASTS**

As discussed in Chapter 1.0, the traffic forecast data was produced using the South County Sub-Area Model (SCSAM). The SCSAM was derived from OCTAM 3.1, and has been used for numerous transportation studies in South Orange County including the I-5/SR-74 Interchange Project Report.

Two major changes affect the growth in traffic between now and 2035:

1. Development of the Ranch Plan area with both residential and non-residential land uses.
2. New regional linkages, specifically SR-241 and La Pata Avenue.

Table 2-3

## DEMOGRAPHIC PROJECTIONS

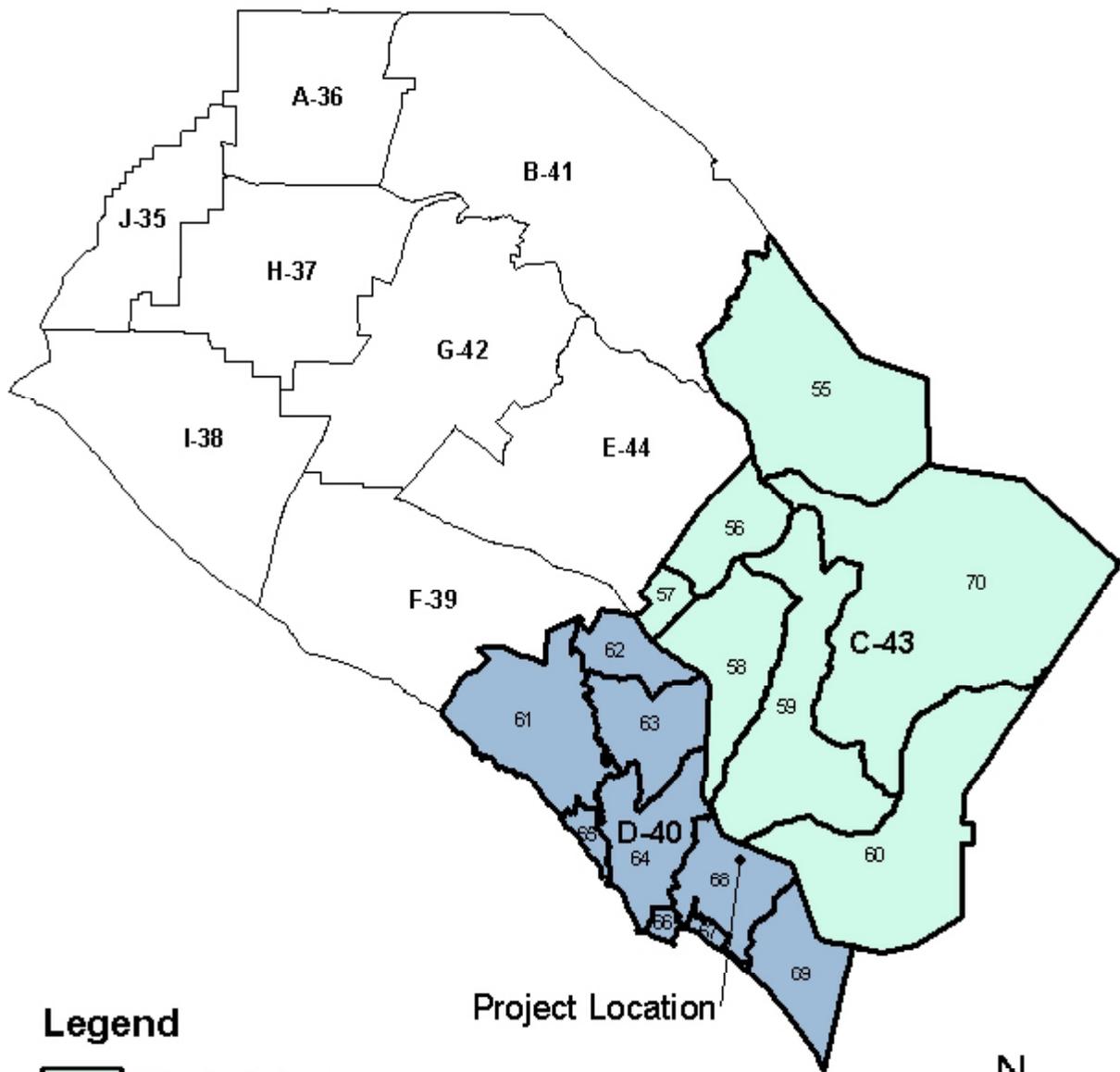
	2005	2010	2015	2020	2025	2030	2035
<b>RSA's*</b>							
<b>POPULATION</b>							
<b>RSA C-43</b>							
Amount	284,955	300,281	323,325	339,723	354,229	361,412	362,060
5 Year Growth		5.4%	7.7%	5.1%	4.3%	2.0%	0.2%
Cumulative Growth		5.4%	13.5%	19.2%	24.3%	26.8%	27.1%
<b>RSA D-40</b>							
Amount	62,784	65,933	67,343	68,330	68,668	69,129	69,269
5 Year Growth		5.0%	2.1%	1.5%	0.5%	0.7%	0.2%
Cumulative Growth		5.0%	7.3%	8.8%	9.4%	10.1%	10.3%
<b>Combined</b>							
Amount	347,739	366,214	390,668	408,053	422,897	430,541	431,329
5 Year Growth		5.3%	6.7%	4.5%	3.6%	1.8%	0.2%
Cumulative Growth		5.3%	12.3%	17.3%	21.6%	23.8%	24.0%
<b>RSA's*</b>							
<b>EMPLOYMENT</b>							
<b>RSA C-43</b>							
Amount	84,269	110,740	123,773	130,961	135,104	135,511	135,684
5 Year Growth		31.4%	11.8%	5.8%	3.2%	0.3%	0.1%
Cumulative Growth		31.4%	46.9%	55.4%	60.3%	60.8%	61.0%
<b>RSA D-40</b>							
Amount	15,049	15,631	16,590	16,732	16,801	16,953	17,006
5 Year Growth		3.9%	6.1%	0.9%	0.4%	0.9%	0.3%
Cumulative Growth		3.9%	10.2%	11.2%	11.6%	12.7%	13.0%
<b>Combined</b>							
Amount	99,318	126,371	140,363	147,693	151,905	152,464	152,690
5 Year Growth		27.2%	11.1%	5.2%	2.9%	0.4%	0.1%
Cumulative Growth		27.2%	41.3%	48.7%	52.9%	53.5%	53.7%
<b>SELECTED CAA's*</b>							
<b>POPULATION</b>							
<b>RSA C-43</b>							
CAA 59	74,005	84,163	102,160	112,922	119,820	120,657	120,752
CAA 70	26,317	27,228	28,434	29,399	29,773	30,003	30,035
Total	100,322	111,391	130,594	142,321	149,593	150,660	150,787
5 Year Growth		11.0%	17.2%	9.0%	5.1%	0.7%	0.1%
Cumulative Growth		11.0%	30.2%	41.9%	49.1%	50.2%	50.3%
<b>RSA D-40</b>							
CAA 64	62,784	65,933	67,343	68,330	68,668	69,129	69,269
5 Year Growth		5.0%	2.1%	1.5%	0.5%	0.7%	0.2%
Cumulative Growth		5.0%	7.3%	8.8%	9.4%	10.1%	10.3%
<b>Combined</b>							
TOTAL	163,106	177,324	197,937	210,651	218,261	219,789	220,056
5 Year Growth		8.7%	11.6%	6.4%	3.6%	0.7%	0.1%
Cumulative Growth		8.7%	21.4%	29.1%	33.8%	34.8%	34.9%

Cont.

Table 2-3 (cont)  
 DEMOGRAPHIC PROJECTIONS

	2005	2010	2015	2020	2025	2030	2035
<b>SELECTED CAA's (cont)</b>							
<b>EMPLOYMENT</b>							
<b>RSA C-43</b>							
CAA 59	14,696	18,453	23,295	27,620	27,711	27,918	27,979
CAA 70	2,781	2,846	2,863	2,876	2,894	2,902	2,908
Total	17,477	21,299	26,158	30,496	30,605	30,820	30,887
5 Year Growth		21.9%	22.8%	16.6%	0.4%	0.7%	0.2%
Cumulative Growth		21.9%	49.7%	74.5%	75.1%	76.3%	76.7%
<b>RSA D-40</b>							
CAA 64	15,049	15,631	16,590	16,732	16,801	16,953	17,006
5 Year Growth		3.9%	6.1%	0.9%	0.4%	0.9%	0.3%
Cumulative Growth		3.9%	10.2%	11.2%	11.6%	12.7%	13.0%
<b>Combined</b>							
TOTAL	32,526	36,930	42,748	47,228	47,406	47,773	47,893
5 Year Growth		13.5%	15.8%	10.5%	0.4%	0.8%	0.3%
Cumulative Growth		13.5%	31.4%	45.2%	45.7%	46.9%	47.2%

\* See Figure 2-3 for RSA and CAA locations.



**Legend**

- RSA C-43 CAA's
- RSA D-40 CAA's
- RSA's



Figure 2-3  
RSA's and CAA's

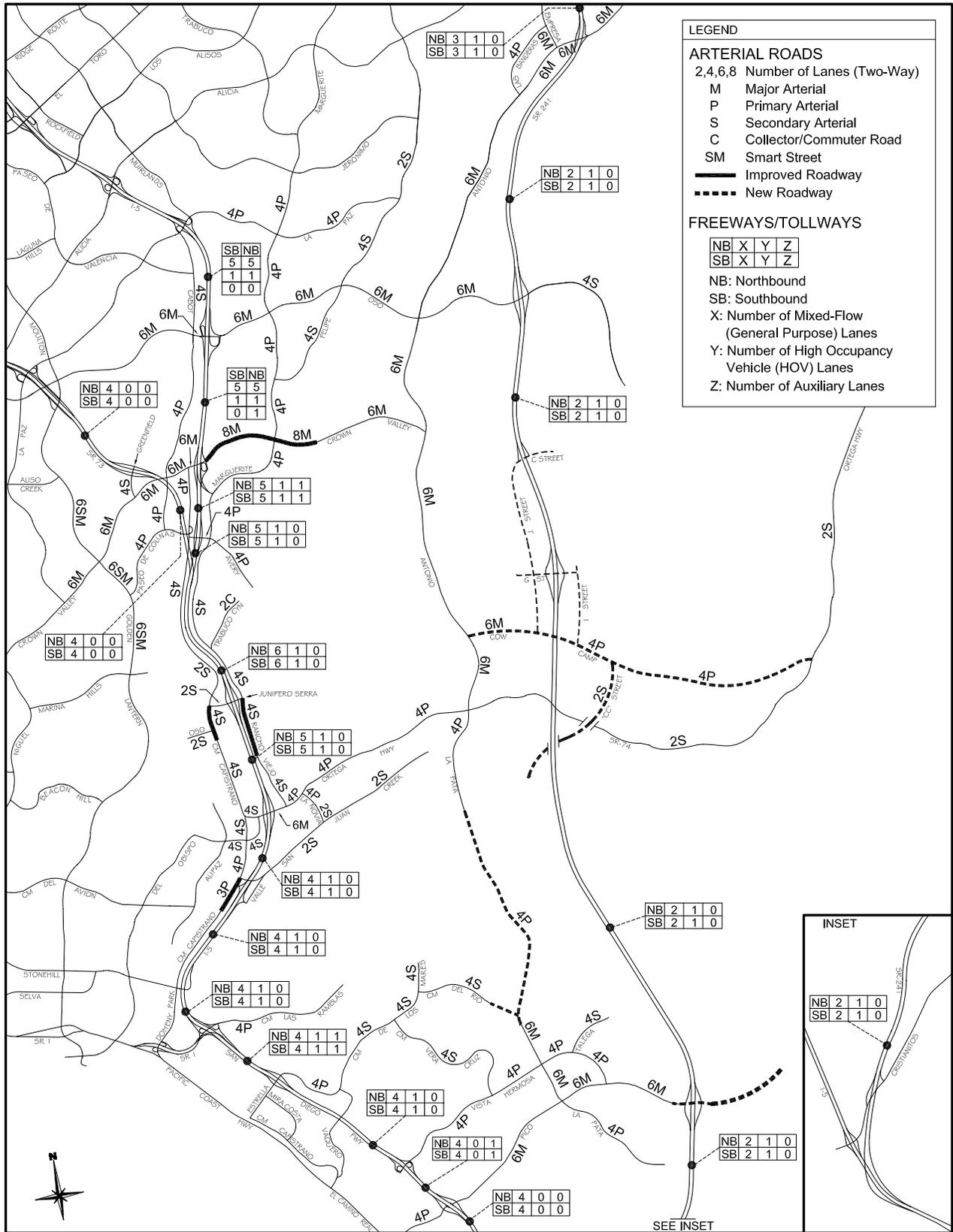


Figure 2-4  
 2035 HIGHWAY SYSTEM

Table 2-4 summarizes ADT and peak hour forecasts for a number of locations along SR-74 between I-5 and Antonio Parkway. Since all the growth in traffic is through traffic, the percentage growth is lower at the west end of the corridor (near I-5) compared to the east end (near Antonio Parkway). Additional traffic data can be found in Figure 2-5 which shows existing and future ADT volumes just east of the project area.

It might be noted that ADT forecasts for SR-74 are lower than given in the previous traffic study for this project. This is related to changes in land use for the westernmost part of The Ranch Plan, and changes in the planned configuration for the SR-241 interchange with Cow Camp Road. The changes are greater in the ADT volumes than in the peak hour volumes.

### **Truck Volumes**

Trucks comprise a substantial proportion of the total traffic volumes through the project. This is related to the Prima Deshecha Land Fill operation on La Pata Avenue and to existing sand and gravel operations along Ortega Highway. Recent counts by Caltrans show that trucks comprise 19.6 percent of the traffic in the project portion of SR-74. This percentage has been used for peak hour intersection level of service (LOS) analyses for both existing and future conditions.

### **Traffic Components**

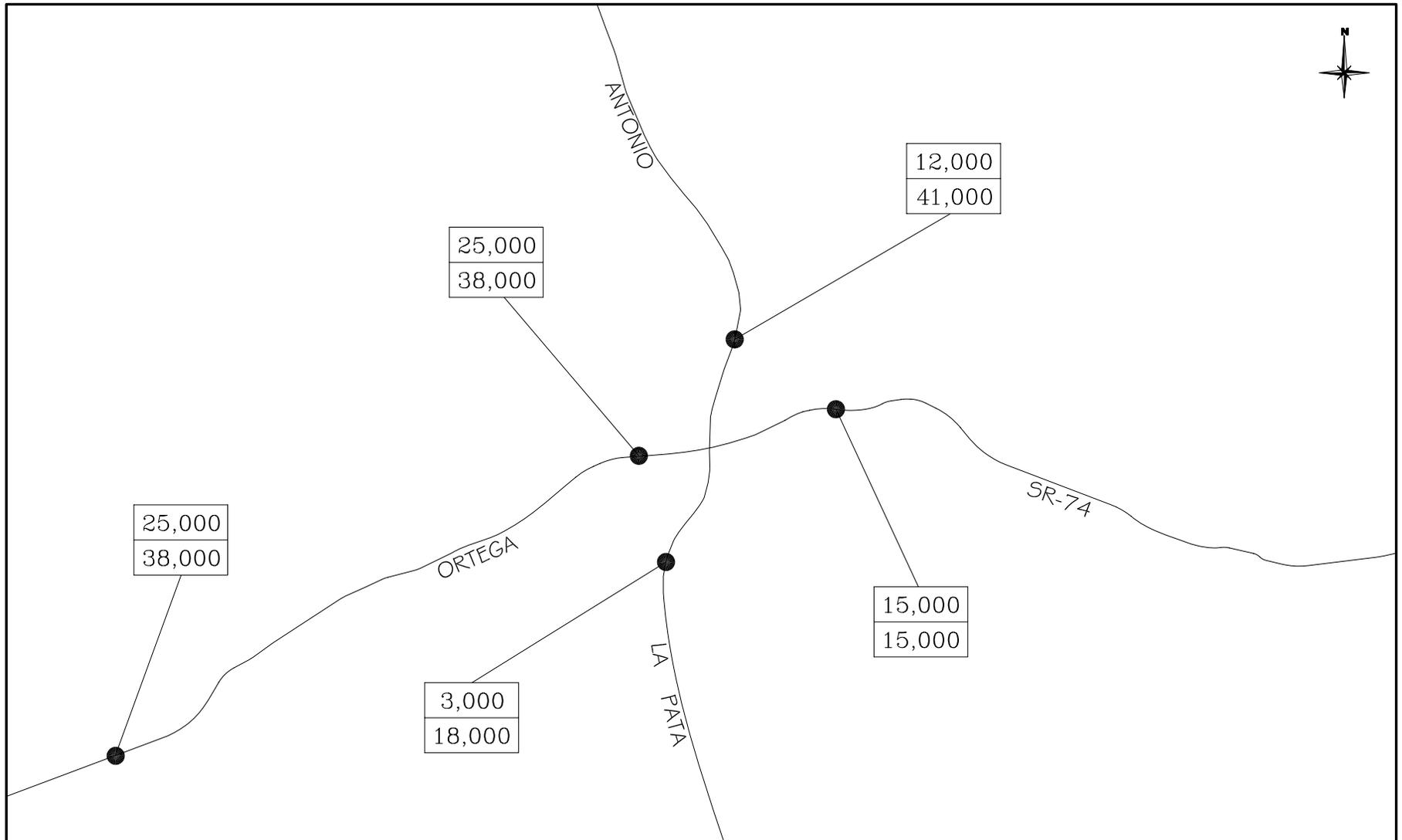
Using select link data from the SCSAM, an estimate was made of the geographic components of traffic using the project roadway section. Five sub-areas were used as shown in Figure 2-6 and the results are shown in Table 2-5. The trip generation results count each trip twice (once at each end of the trip) and hence total to twice the actual ADT volume on the roadway link.

Significant changes in trip components occur from existing to future, largely related to the land use and highway system changes noted earlier. For example, the traffic component from Riverside County is considerably less while the Ranch Plan becomes a higher proportion of the total traffic in the future.

Table 2-4

## ORTEGA HIGHWAY LINK VOLUMES

Location	Direction	EXISTING			2035			2035 INCREASE		
		AM	PM	ADT	AM	PM	ADT	AM	PM	ADT
East of I-5	Westbound	2,010	1,740		2,510	2,230		24.9%	28.2%	
	Eastbound	1,340	2,140		2,420	2,750		80.6%	28.5%	
	Total	3,350	3,880	39,000	4,930	4,980	53,000	47.2%	28.4%	35.9%
West of La Novia	Westbound	1,920	1,040		2,523	1,515		31.4%	45.7%	
	Eastbound	1,260	1,510		1,625	2,120		29.0%	40.4%	
	Total	3,180	2,550	32,000	4,148	3,635	44,000	30.4%	42.5%	37.5%
East of La Novia	Westbound	1,689	851		2,260	1,365		33.8%	60.4%	
	Eastbound	905	1,493		1,250	2,140		38.1%	43.3%	
	Total	2,594	2,344	28,000	3,510	3,505	40,000	35.3%	49.5%	42.9%
East of C. Entradero	Westbound	1,617	798		2,188	1,312		35.3%	64.4%	
	Eastbound	913	1,360		1,258	2,007		37.8%	47.6%	
	Total	2,530	2,158	27,000	3,446	3,319	39,000	36.2%	53.8%	44.4%
East City Limits	Westbound	1,550	770		2,123	1,284		37.0%	66.8%	
	Eastbound	880	1,260		1,224	1,910		39.1%	51.6%	
	Total	2,430	2,030	25,000	3,347	3,194	38,000	37.7%	57.3%	46.2%



Legend

2008	ADT
2035	ADT

Figure 2-5  
2008 AND 2035 ADT VOLUMES (000s)

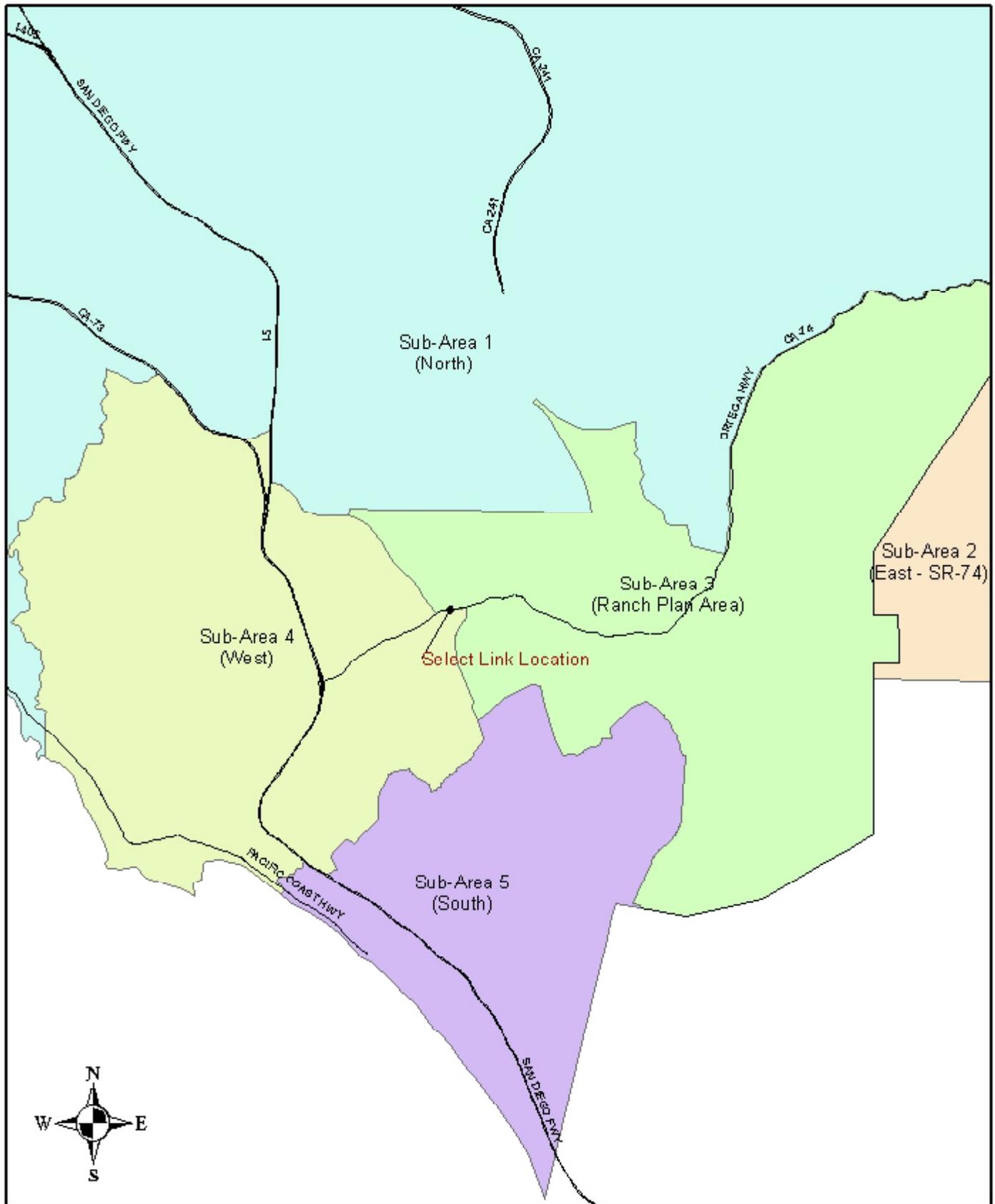


Figure 2-6  
Project Sub-Areas

Table 2-5

TRIP COMPONENTS – PROJECT SECTION OF SR-74

Sub-Area*	Existing		2030	
	ADT	Percent	ADT	Percent
1. North	12,500	25%	18,400	24%
2. East (SR-74)	11,000	22%	4,200	6%
3. Ranch Plan Area	300	1%	21,900	29%
4. West	18,200	36%	28,000	37%
5. South	8,000	16%	3,500	5%
<b>Total Tripends</b>	<b>50,000</b>	<b>100%</b>	<b>76,000</b>	<b>100%</b>
(TOTAL TRIPS)	25,000		38,000	

Notes:

Sub-area 1: Mission Viejo, Ladera Ranch, and areas to the north.

Sub-area 2: Areas east of the Orange County line (primarily Riverside County).

Sub-area 3: Ranch Plan Area.

Sub-area 4: Dana Point, Laguna Niguel, and San Juan Capistrano.

Sub-area 5: San Clemente and San Diego County.

\* See Figure 2-6 for sub-areas.

## **Pedestrians**

There are currently no schools in the immediate vicinity of the project and none are planned for the future. Hence, pedestrian traffic within the project is anticipated to be minimal.

# Chapter 3.0

## TRAFFIC ANALYSIS

This chapter presents the results from a 2035 analysis of the proposed project. Comparison data is given for the No-Build Alternative as the baseline setting for the analysis and the Build Alternatives described in Chapter 1.0.

### 2035 TRAFFIC FORECASTS

The 2035 peak hour and ADT traffic forecasts are illustrated in Figures 3-1 and 3-2. These forecasts are used for both the No-Build and Build Alternatives. As will be seen in the analysis results presented in the next section, the volumes exceed capacity under the No-Build Alternative. Potential affects of this, such as traffic diversion and peak spreading, are discussed in the next chapter.

### LEVELS OF SERVICE

Table 3-1 summarizes the 2035 roadway segment level of service (LOS) for the roadway sections within the project limits. For each of the AM and PM peak hours, the highest directional volume has been used for the analysis. As can be seen here, the roadway segments are forecast to operate at unacceptable levels of service under the 2035 No Build Alternative. Under the 2035 Build Alternatives, the roadway segments are forecast to operate at an acceptable level of service.

Side street delay results for the side street entering movements are presented in Table 3-2 (see Appendix B for the actual calculations). It can be seen that under both the No-Build and Build Alternatives, unacceptable delays (delay > 50 sec/veh) occur. Some left turning vehicles may make a right turn and then a U-turn, and under the Build Alternatives the road will be wide enough to allow this maneuver.

### MEASURES OF EFFECTIVENESS

The primary measure of effectiveness (MOE) used to compare No-Build to Build conditions is the average vehicle speed for the section of highway being improved. Information for the MOE was



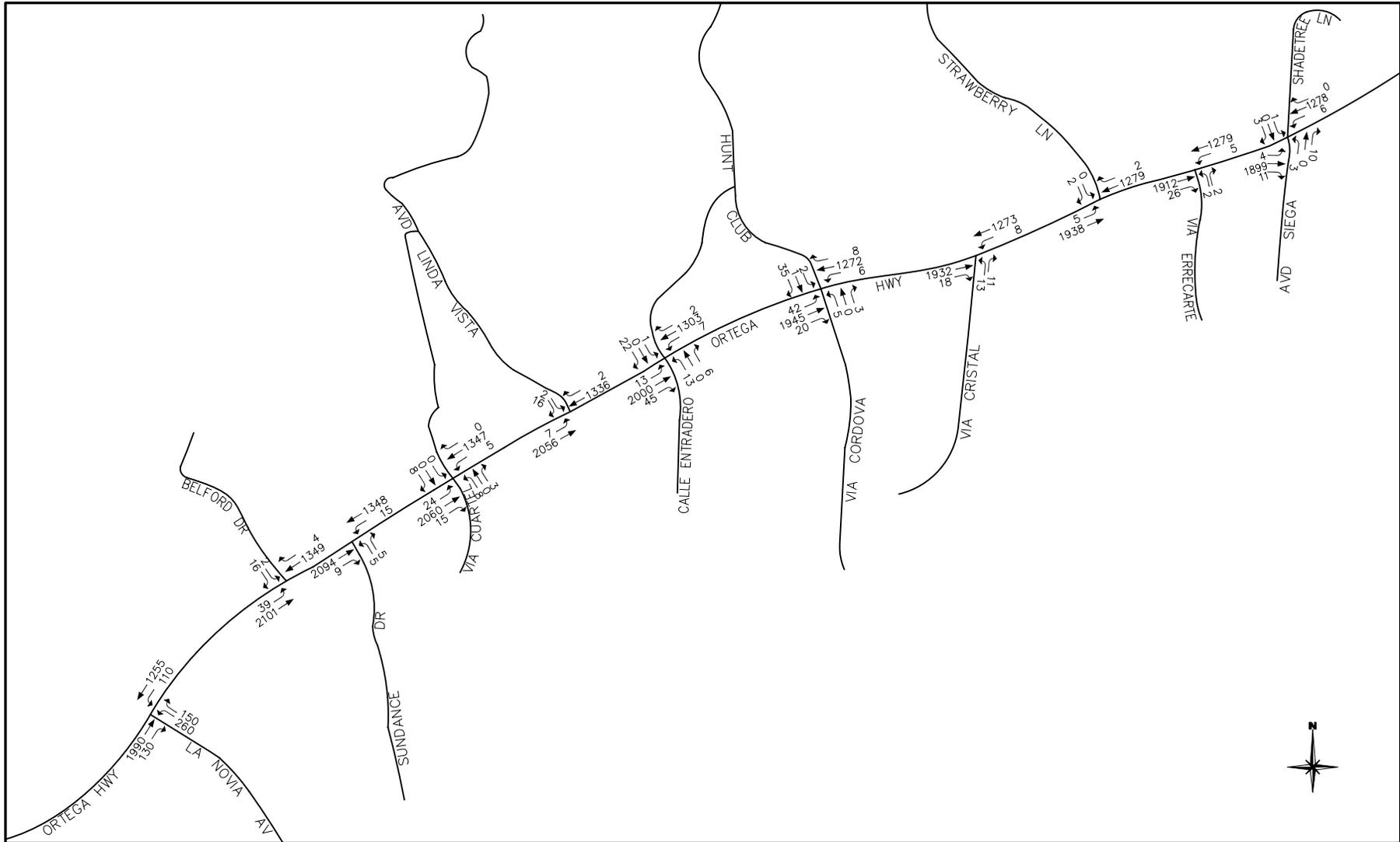


Figure 3-2  
2035 PM PEAK HOUR VOLUMES

Table 3-1

2035 ROADWAY SEGMENT SUMMARY

Location	Peak Hour Volume*	2035 NO-BUILD				2035 BUILD			
		Number of Lanes	Peak Hour Capacity (One-Way)*	V/C	LOS	Number of Lanes	Peak Hour Capacity (One-Way)*	V/C	LOS
<b>SR-74 w/o Via Cordova/Hunt Club</b>									
AM	2,188	1	1,785	1.23	F	2	4,200	.52	C
PM	2,007	1	1,785	1.12	F	2	4,200	.48	C
<b>SR-74 w/o Via Cristal</b>									
AM	2,148	1	1,785	1.20	F	2	4,200	.51	C
PM	1,950	1	1,785	1.09	F	2	4,200	.46	B
<b>SR-74 w/o Avenida Siega</b>									
AM	2,124	1	1,785	1.19	F	2	4,200	.51	C
PM	1,914	1	1,785	1.07	F	2	4,200	.46	B
<b>SR-74 e/o Avenida Siega</b>									
AM	2,123	1	1,785	1.19	F	2	4,200	.51	C
PM	1,910	1	1,785	1.07	F	2	4,200	.45	B

\*Highest one-way volume (westbound in the AM and eastbound in the PM)

Level of service values as follows:

- A V/C < .30
- B V/C .30 - .47
- C V/C .48 - .68
- D V/C .69 - .88
- E V/C .89 - 1.00
- F V/C > 1.00

Table 3-2

## INTERSECTION PERFORMANCE SUMMARY

INTERSECTION	DELAY (sec/veh)					
	EBL	WBL	NBL	NBR	SBL	SBR
<b>6. Calle Entradero &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	21	9	58	4	118	10
2035 No-Build	19	12	59	3	149	15
2035 Build	19	12	67	6	144	15
PM Peak Hour						
Existing	2	17	90	13	68	4
2035 No-Build	19	102	*	25	*	12
2035 Build	7	3	79	15	56	9
<b>7. Via Cordova/Hunt Club &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	26	12	147	10	146	14
2035 No-Build	25	22	*	36	*	19
2035 Build	25	1	*	9	*	19
PM Peak Hour						
Existing	4	22	32	34	97	5
2035 No-Build	12	*	*	*	*	10
2035 Build	7	8	74	7	80	7
<b>8. Via Cristal &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	--	17	*	13	--	--
2035 No-Build	--	13	*	21	--	--
2035 Build	--	14	157	8	--	--
PM Peak Hour						
Existing	--	32	141	16	--	--
2035 No-Build	--	*	*	103	--	--
2035 Build	--	26	65	16	--	--
<b>9. Strawberry &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	59	--	--	--	*	*
2035 No-Build	91	--	--	--	*	*
2035 Build	39	--	--	--	155	23
PM Peak Hour						
Existing	2	--	--	--	40	5
2035 No-Build	39	--	--	--	*	*
2035 Build	3	--	--	--	82	9

Cont.

Table 3-2 (cont)  
 INTERSECTION PERFORMANCE SUMMARY

INTERSECTION	DELAY (sec/veh)					
	EBL	WBL	NBL	NBR	SBL	SBR
<b>10. Via Errecarte &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	--	6	153	38	--	--
2035 No-Build	--	23	*	*	--	--
2035 Build	--	2	87	15	--	--
PM Peak Hour						
Existing	--	8	57	25	--	--
2035 No-Build	--	39	*	16	--	--
2035 Build	--	15	41	13	--	--
<b>11. Avd Siega &amp; Ortega Hwy</b>						
AM Peak Hour						
Existing	9	9	*	10	*	*
2035 No-Build	*	8	*	20	*	*
2035 Build	*	10	*	6	*	*
PM Peak Hour						
Existing	2	23	53	20	44	9
2035 No-Build	9	43	83	59	*	87
2035 Build	10	18	30	15	43	3

\* Denotes greater than 200 seconds of delay

LOS ranges: 0 – 10 sec A  
 10 – 15 sec B  
 15 – 25 sec C  
 25 – 35 sec D  
 35 – 50 sec E

prepared using data from Synchro 6.0 and SIMTRAFFIC and the results are summarized in Table 3-3 (Appendix B contains the Synchro summary tables).

A comparison between 2035 No-Build and 2035 Build indicates a significant increase in the average travel speed during peak periods. Under the No-Build Alternative, delays would be even greater than that shown here due to queuing affects at the merge points.

A vehicle miles traveled (VMT) summary for the project is given in Table 3-4. The peak period derivations and the speed distribution are estimated from typical flow relationships for facilities that are congested (as in the No-Build Alternative) and facilities with adequate levels of service and flowing at speeds close to the speed limit during peak hours (as in the Build Alternatives).

Table 3-3

## PEAK HOUR SPEED SUMMARY

LOCATION	AVG SPEED (mph)	
	EBT	WBT
<b>6. Calle Entradero &amp; Ortega Hwy</b>		
AM Peak Hour		
Existing	34	40
2035 No-Build	31	36
2035 Build	37	36
PM Peak Hour		
Existing	31	40
2035 No-Build	8*	38
2035 Build	34	38
<b>7. Via Cordova/Hunt Club &amp; Ortega Hwy</b>		
AM Peak Hour		
Existing	36	39
2035 No-Build	33	35
2035 Build	37	35
PM Peak Hour		
Existing	30	40
2035 No-Build	22	38
2035 Build	36	38
<b>8. Via Cristal &amp; Ortega Hwy</b>		
AM Peak Hour		
Existing	38	34
2035 No-Build	36	34
2035 Build	37	37
PM Peak Hour		
Existing	35	38
2035 No-Build	34	35
2035 Build	36	39
<b>9. Strawberry &amp; Ortega Hwy</b>		
AM Peak Hour		
Existing	37	33
2035 No-Build	35	33
2035 Build	37	38
PM Peak Hour		
Existing	35	38
2035 No-Build	33	36
2035 Build	36	40

Cont.

Table 3-3 (Cont)  
PEAK HOUR SPEED SUMMARY

LOCATION	AVG SPEED (mph)	
	EBT	WBT
<b>10. Via Errecarte &amp; Ortega Hwy</b>		
AM Peak Hour		
Existing	35	33
2035 No-Build	31	34
2035 Build	36	38
PM Peak Hour		
Existing	31	38
2035 No-Build	29	36
2035 Build	35	41
<b>11. Avd Siega &amp; Ortega Hwy</b>		
AM Peak Hour		
Existing	34	32
2035 No-Build	32	33
2035 Build	37	39
PM Peak Hour		
Existing	32	38
2035 No-Build	29	35
2035 Build	35	40
<b>Average for the Section</b>		
AM Peak Hour		
Existing	36	35
2035 No-Build	33	34
2035 Build	37	37
PM Peak Hour		
Existing	32	39
2035 No-Build	26	36
2035 Build	36	39
* This low speed reflects the merging from four to two lanes		

Table 3-4

VMT SUMMARY

VMT Derivation	2035 No-Build			2035 Build		
	Peak	Off-Peak	ADT	Peak	Off-Peak	ADT
Length (miles)	0.9	0.9	0.9	0.9	0.9	0.9
Volume	17,000	12,000	39,000	13,000	16,000	39,000
VMT	15,300	10,800	35,100	11,700	14,400	35,100
Hours	6	18	24	4	20	24
<b>VMT Distribution</b>						
<10 MPH	0%	0%	0%	0%	0%	0%
10 - 20 mph	5%	0%	5%	0%	0%	0%
20 - 30 mph	60%	5%	35%	5%	5%	5%
30 - 40 mph	30%	90%	55%	90%	90%	90%
>40 mph	5%	5%	5%	5%	5%	5%
Total	100%	100%	100%	100%	100%	100%

# Chapter 4.0

## SPECIAL ISSUES

This chapter discusses a number of special issues with respect to traffic in the project area. These include potential traffic diversions under the No-Build Alternative, the Orange County Master Plan of Arterial Highways (MPAH), and growth-inducing impacts of the Build Alternatives.

### NO-BUILD TRAFFIC DIVERSION

The traffic analysis in Chapter 3.0 showed that 2035 peak hour demand volumes will exceed the capacity of the No-Build Alternative. Under such circumstances, queuing would occur at the merge sections, and the following would occur:

1. Traffic diversion to alternate routes.
2. Peak hour traffic demand spread into the shoulders of the peak periods.

Quantifying these affects can be somewhat speculative since they represent future driver behavior in relation to a future over-capacity situation. The approach taken here has been to use the South County Sub-Area Model (SCSAM) to forecast the diversion and assume that non-diverted peak hour demand in excess of the capacity is spread into the shoulders of the peak period. This provides some degree of quantitative assessment, and shows the potential diversion increases on parallel facilities.

The diversion results for the roadway system in the project vicinity are illustrated in Figure 4-1. The total 2035 diversion estimated by SCSAM is 5,500 ADT, and in the immediate vicinity of the project, three major diversion components are involved:

1. Trips on La Pata Avenue that are diverted to other facilities such as I-5 and SR-241 or to Antonio Parkway (around 1,000 ADT).
2. Trips on Ortega Highway east of Antonio Parkway that are diverted to other facilities such as Cow Camp Road (around 500 ADT).

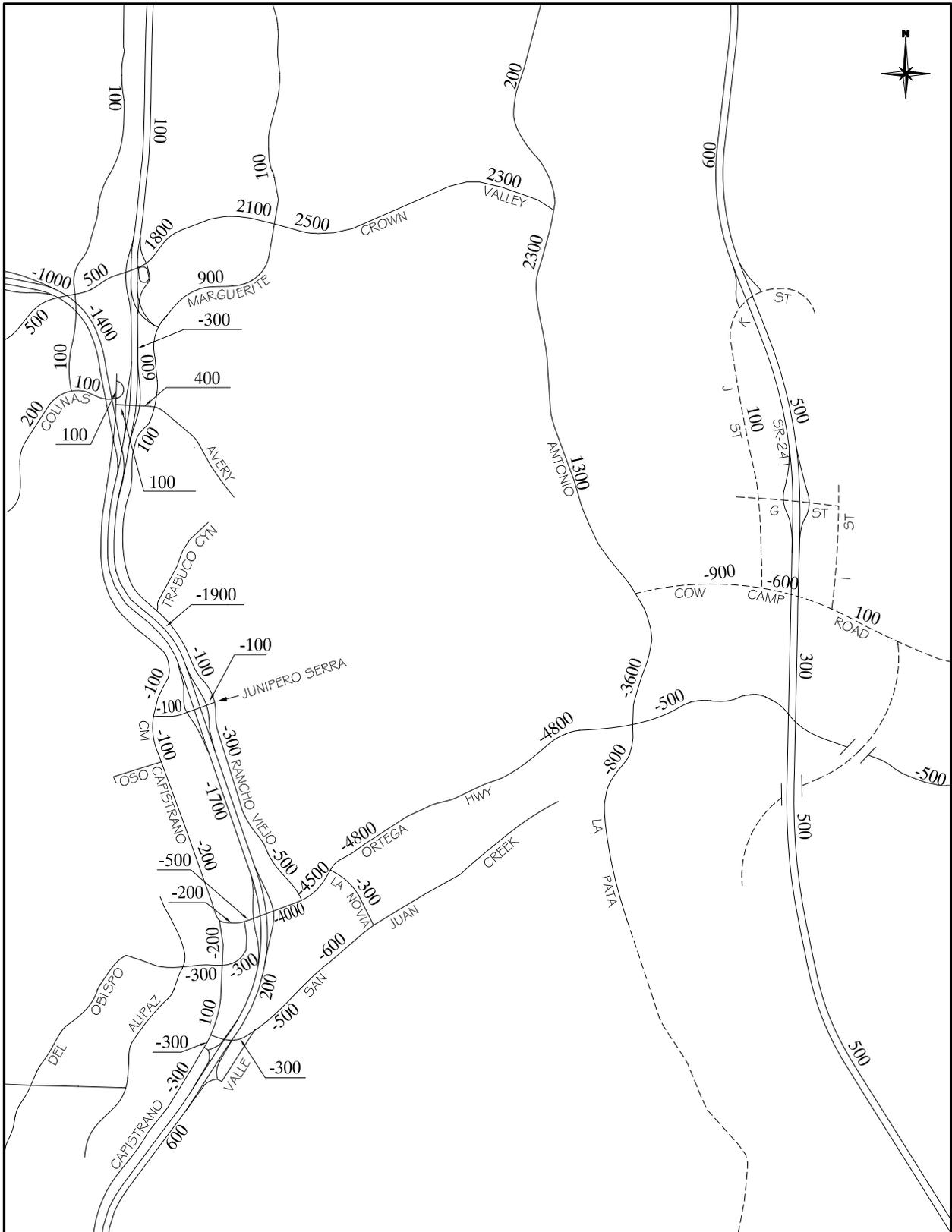


Figure 4-1  
 ADT DIFFERENCE  
 NO BUILD - BASE CASE

3. Trips on Antonio Parkway north of Ortega Highway that are diverted to the north on Antonio Parkway or SR-241 (around 4,000 ADT).

In the section of Antonio Parkway north of Ortega Highway, component 1 adds trips (around 200 ADT) while components 2 and 3 divert trips (around 500 ADT), giving the net reduction of 4,300 ADT.

When all east-west roadways are considered, the 4,800 diverted daily trips are estimated to be distributed as follows:

<b>Location</b>	<b>ADT</b>
1. La Paz/Alicia Parkway/Oso Parkway	800
2. Crown Valley Parkway	2,500
3. Camino de los Mares	200
4. Avenida Vista Hermosa	300
5. Avenida Pico	500
6. SR-241 South	500
<b>Total</b>	<b>4,800</b>

As would be expected, the major diversion would be to Crown Valley Parkway. The diversion would occur in response to substantial queue buildup during peak periods as traffic merged from two-lanes to one.

## **SR-241 EXTENSION**

The traffic forecast data presented here assumes two new regional roadway links in the project vicinity; the southward extension of La Pata Avenue and the southward extension of SR-241 to I-5. The former is funded and is in the process of finalizing the necessary environmental documentation for construction. It is thereby considered a fully committed roadway that will be in place by 2035. The SR-241 is currently in the design stages and seeking final permits. Since there is some potential for this not being built in the currently planned alignment and configurations, an evaluation is given here as to the effect on the widening project if this is delayed.

Figure 4-2 shows Base Case 2030 volumes from the SCSAM for this general area, and Figure 4-3 shows comparative volumes without the SR-241 extension. (Note that the volume comparison given here is for 2030 since there is not currently a 2035 version of SCSAM or the OCTAM parent model (for the analysis results presented in this report, volumes were extrapolated to 2035 for the section of Ortega





Highway being studied). Consistent with the SOCTIIP and Ranch Plan EIR's, an arterial is assumed along the SR-241 alignment as far south as Cow Camp Road.

The major differences occur on La Pata Avenue and Antonio Parkway. Traffic demand along Ortega Highway is slightly higher, but not more than 10 percent. This is largely because La Pata Avenue and Antonio Parkway provide alternate routes for most of the traffic in the project section. Reference to the V/C results for the Build Alternatives show that an increase of 10 percent would not exceed the capacity of the four-lane roadway under the Build Alternatives.

## **MASTER PLAN OF ARTERIAL HIGHWAYS**

The Master Plan of Arterial Highways (MPAH) shows two roadways in the project vicinity that were not assumed in the 2035 network; the extension of San Juan Creek Road to La Pata Avenue and the extension of Camino Las Ramblas to La Pata Avenue. The latter has been shown in the past to carry only low volumes, with very little affect on Ortega Highway. The San Juan Creek Road extension, however, is immediately south of and parallel to the project section of Ortega Highway.

Figure 4-4 shows 2035 ADT volumes with the San Juan Creek Road extension. The affect on the project section is relatively low, with less than a 10 percent reduction in traffic (for the reasons discussed in the previous section, the data given here is for 2030). The 7,000 ADT on the extension involves some new trips (e.g., between La Novia Avenue and La Pata Avenue) and more direct routing for some San Juan Creek Road trips (e.g., to and from SR-241).

## **GROWTH INDUCING IMPACTS**

Future demographic projections for the areas contributing traffic to the project were discussed in Chapter 2.0. By 2030, future development is projected to be almost fully built out, with minimal growth shown for 2030 to 2035. In this regard, land use entitlements in that area have resulted in open space dedications that remove the land from potential future development. Accordingly, there is almost no available land for future development beyond what is forecast for 2035. Furthermore, no additional capacity is planned for SR-74 over to Riverside County. Under the circumstances, there is minimal growth inducing impacts from the project.



**APPENDIX A**  
**CALTRANS CAPACITY GUIDELINES**

Table A-1

CALTRANS TIA GUIDELINES

**BASIC FREEWAY SEGMENTS @ 65 mi/hr**

LOS	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum V/C	Maximum Service Flow Rate (pc/hr/ln)
A	11	65.0	0.30	710
B	18	65.0	0.50	1170
C	26	64.6	0.71	1680
D	35	59.7	0.89	2090
E	45	52.3	1.00	2350

**SIGNALIZED INTERSECTIONS and RAMP TERMINALS**

LOS	Control Delay per Vehicle (sec/veh)
A	10
B	≤10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

**MULTI-LANE HIGHWAYS @ 55 mi/hr**

LOS	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

--- Dotted line represents the transition between LOS 'C' and LOS 'D'

**APPENDIX B**  
**HCM CALCULATIONS AND SYNCHRO SUMMARIES**

1: La Novia & Ortega Hwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	4.1	0.3	3.8	1.9	1.8	3.4	15.3
Delay / Veh (s)	36.4	8.2	18.0	14.3	38.1	8.1	15.9
Stop Delay (hr)	3.7	0.2	2.8	1.4	1.5	1.1	10.8
St Del/Veh (s)	32.8	6.6	13.2	11.0	31.8	2.6	11.2
Avg Speed (mph)	11	20	15	18	9	25	17
Vehicles Entered	411	114	766	473	170	1522	3456
Vehicles Exited	410	114	760	474	165	1517	3440
Hourly Exit Rate	410	114	760	474	165	1517	3440

6: Ortega Hwy & Calle Entradero Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.0	0.5	0.0	0.0	0.3	0.0	0.3	0.0	0.2	0.1	1.4
Delay / Veh (s)	21.8	2.1	0.0	10.5	0.7	0.0	57.3	3.9	119.8	9.8	2.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.2	0.1	0.6
St Del/Veh (s)	20.7	0.1	0.0	9.3	0.0	0.0	57.5	4.2	118.3	10.2	0.9
Avg Speed (mph)	9	34	26	15	40	27	3	11	1	9	34
Vehicles Entered	3	893	3	7	1577	5	16	13	6	24	2547
Vehicles Exited	3	894	3	7	1578	5	18	13	6	24	2551
Hourly Exit Rate	3	894	3	7	1578	5	18	13	6	24	2551

7: Ortega Hwy & Hunt Club Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.4	0.0	0.0	0.4	0.0	0.7	0.1	0.1	0.2	0.6	0.2
Delay / Veh (s)	27.9	1.6	0.5	13.2	0.9	0.2	147.6	346.5	9.8	145.9	324.9	13.6
Stop Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.7	0.1	0.1	0.2	0.6	0.2
St Del/Veh (s)	26.2	0.0	0.0	12.0	0.0	0.0	146.8	345.8	9.6	146.3	325.4	13.7
Avg Speed (mph)	8	36	32	12	39	26	2	1	13	1	0	6
Vehicles Entered	34	858	4	7	1508	24	18	1	20	5	8	50
Vehicles Exited	37	860	4	7	1509	24	17	1	20	5	7	49
Hourly Exit Rate	37	860	4	7	1509	24	17	1	20	5	7	49

7: Ortega Hwy & Hunt Club Performance by movement

Movement	All
Total Delay (hr)	2.9
Delay / Veh (s)	4.2
Stop Delay (hr)	2.2
St Del/Veh (s)	3.1
Avg Speed (mph)	26
Vehicles Entered	2537
Vehicles Exited	2540
Hourly Exit Rate	2540

8: Ortega Hwy & Via Cristal Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.2	0.0	0.0	1.6	8.8	0.0	10.7
Delay / Veh (s)	0.9	0.0	20.8	3.8	1592.4	12.3	15.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	8.9	0.0	8.9
St Del/Veh (s)	0.0	0.0	16.9	0.0	1594.5	12.5	13.1
Avg Speed (mph)	38	25	16	34	0	14	17
Vehicles Entered	873	2	4	1532	25	13	2449
Vehicles Exited	872	2	4	1530	16	13	2437
Hourly Exit Rate	872	2	4	1530	16	13	2437

9: Ortega Hwy & Strawberry Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Delay (hr)	0.1	0.6	0.9	0.0	0.4	0.4	2.3
Delay / Veh (s)	60.3	2.5	2.1	0.2	256.1	328.9	3.5
Stop Delay (hr)	0.1	0.0	0.1	0.0	0.4	0.4	1.0
St Del/Veh (s)	58.6	0.0	0.2	0.0	255.4	329.6	1.4
Avg Speed (mph)	8	37	33	24	1	1	31
Vehicles Entered	4	880	1532	6	5	4	2431
Vehicles Exited	4	873	1532	6	6	4	2425
Hourly Exit Rate	4	873	1532	6	6	4	2425

10: Ortega Hwy & Via Errecarte Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.4	0.0	0.0	1.0	0.3	0.1	1.8
Delay / Veh (s)	1.5	0.4	8.9	2.3	153.3	38.2	2.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.4
St Del/Veh (s)	0.0	0.0	5.8	0.0	153.2	38.2	0.6
Avg Speed (mph)	35	24	16	33	2	7	31
Vehicles Entered	870	9	2	1526	8	5	2420
Vehicles Exited	868	9	2	1523	8	5	2415
Hourly Exit Rate	868	9	2	1523	8	5	2415

11: Ortega Hwy & Shade Tree Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.2	0.4	0.0	0.0	2.6	0.0	0.2	0.0	0.2	0.4	4.0
Delay / Veh (s)	93.5	1.7	0.3	10.1	6.1	2.9	246.9	9.2	449.8	202.0	5.9
Stop Delay (hr)	0.2	0.0	0.0	0.0	1.4	0.0	0.2	0.0	0.3	0.4	2.5
St Del/Veh (s)	92.1	0.0	0.0	9.0	3.4	1.7	245.1	9.9	457.2	203.1	3.7
Avg Speed (mph)	3	34	24	22	32	26	2	14	1	1	28
Vehicles Entered	6	856	7	5	1519	7	4	4	2	7	2417
Vehicles Exited	6	852	7	5	1517	7	3	4	2	7	2410
Hourly Exit Rate	6	852	7	5	1517	7	3	4	2	7	2410

Total Network Performance

Total Delay (hr)	50.6
Delay / Veh (s)	50.2
Stop Delay (hr)	26.5
St Del/Veh (s)	26.2
Avg Speed (mph)	31
Vehicles Entered	3653
Vehicles Exited	3606
Hourly Exit Rate	3606

1: La Novia & Ortega Hwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	2.4	0.6	4.9	0.4	1.1	1.3	10.7
Delay / Veh (s)	32.7	15.2	13.2	8.9	44.5	6.1	14.0
Stop Delay (hr)	2.2	0.6	2.8	0.3	1.0	0.4	7.3
St Del/Veh (s)	29.8	13.9	7.6	6.1	40.2	2.0	9.5
Avg Speed (mph)	12	16	16	21	8	28	17
Vehicles Entered	268	146	1326	161	89	764	2754
Vehicles Exited	267	145	1333	161	90	763	2759
Hourly Exit Rate	267	145	1333	161	90	763	2759

6: Ortega Hwy & Calle Entradero Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.0	1.1	0.0	0.0	0.2	0.0	0.2	0.0	0.1	0.0	1.7
Delay / Veh (s)	5.0	2.8	0.6	18.6	0.7	0.0	89.7	13.0	69.1	3.6	2.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.4
St Del/Veh (s)	2.2	0.0	0.0	16.8	0.0	0.0	89.9	13.0	68.4	4.2	0.6
Avg Speed (mph)	20	31	25	11	40	29	2	8	2	13	31
Vehicles Entered	12	1422	46	6	788	4	10	1	4	18	2311
Vehicles Exited	11	1421	46	6	784	4	10	1	4	19	2306
Hourly Exit Rate	11	1421	46	6	784	4	10	1	4	19	2306

7: Ortega Hwy & Hunt Club Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.1	1.2	0.0	0.1	0.1	0.0	0.0	0.1	0.2	0.0	0.0	1.8
Delay / Veh (s)	6.1	3.4	0.2	22.8	0.6	0.0	33.1	33.8	97.8	23.4	4.4	3.0
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.5
St Del/Veh (s)	3.5	0.0	0.0	22.0	0.0	0.0	32.4	34.1	97.1	22.1	4.5	0.7
Avg Speed (mph)	18	30	31	8	40	27	7	6	1	4	10	29
Vehicles Entered	54	1282	14	8	763	9	3	8	8	1	24	2174
Vehicles Exited	55	1284	14	8	764	9	3	9	7	1	24	2178
Hourly Exit Rate	55	1284	14	8	764	9	3	9	7	1	24	2178

8: Ortega Hwy & Via Cristal Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.6	0.0	0.1	0.4	0.6	0.0	1.7
Delay / Veh (s)	1.6	0.1	33.4	1.9	142.3	15.7	3.0
Stop Delay (hr)	0.0	0.0	0.1	0.0	0.6	0.0	0.7
St Del/Veh (s)	0.0	0.0	31.6	0.0	141.4	16.1	1.3
Avg Speed (mph)	35	25	12	38	3	12	33
Vehicles Entered	1270	16	6	761	16	10	2079
Vehicles Exited	1269	16	6	763	16	11	2081
Hourly Exit Rate	1269	16	6	763	16	11	2081

9: Ortega Hwy & Strawberry Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Delay (hr)	0.0	1.2	0.2	0.0	0.1	0.0	1.5
Delay / Veh (s)	6.4	3.5	0.9	0.0	41.6	5.1	2.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
St Del/Veh (s)	2.1	0.0	0.0	0.0	40.4	4.8	0.2
Avg Speed (mph)	26	35	38	25	4	14	35
Vehicles Entered	1	1270	758	6	8	9	2052
Vehicles Exited	1	1272	758	6	9	9	2055
Hourly Exit Rate	1	1272	758	6	9	9	2055

10: Ortega Hwy & Via Errecarte Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.8	0.0	0.0	0.2	0.0	0.0	1.1
Delay / Veh (s)	2.4	0.3	9.3	0.8	57.8	24.5	1.9
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
St Del/Veh (s)	0.0	0.0	8.3	0.0	56.7	24.5	0.1
Avg Speed (mph)	31	24	15	38	5	9	33
Vehicles Entered	1253	26	6	766	2	3	2056
Vehicles Exited	1252	26	6	767	2	3	2056
Hourly Exit Rate	1252	26	6	767	2	3	2056

11: Ortega Hwy & Shade Tree Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.0	0.8	0.0	0.0	0.3	0.0	0.1	0.1	0.0	0.0	1.3
Delay / Veh (s)	3.5	2.3	1.0	24.3	1.4	0.3	53.7	19.0	44.2	7.7	2.3
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.1	0.0	0.0	0.4
St Del/Veh (s)	1.8	0.0	0.0	23.4	0.7	0.2	52.8	20.0	44.3	8.5	0.7
Avg Speed (mph)	20	32	23	11	38	30	5	11	5	13	33
Vehicles Entered	7	1236	9	4	753	7	5	12	1	11	2045
Vehicles Exited	7	1232	9	4	755	7	6	12	1	11	2044
Hourly Exit Rate	7	1232	9	4	755	7	6	12	1	11	2044

Total Network Performance

Total Delay (hr)	34.2
Delay / Veh (s)	42.9
Stop Delay (hr)	9.5
St Del/Veh (s)	11.9
Avg Speed (mph)	32
Vehicles Entered	2875
Vehicles Exited	2876
Hourly Exit Rate	2876

1: La Novia & Ortega Hwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	4.2	0.5	7.0	2.1	1.6	4.2	19.4
Delay / Veh (s)	34.8	13.5	21.3	16.1	44.4	9.3	17.6
Stop Delay (hr)	3.7	0.4	4.8	1.6	1.3	1.3	13.2
St Del/Veh (s)	31.2	11.7	14.8	12.2	38.3	2.9	12.0
Avg Speed (mph)	11	18	14	18	8	24	17
Vehicles Entered	428	121	1183	462	125	1655	3974
Vehicles Exited	430	121	1175	461	126	1644	3957
Hourly Exit Rate	430	121	1175	461	126	1644	3957

6: Ortega Hwy & Calle Entradero Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.0	1.0	0.0	0.0	0.4	0.0	0.3	0.0	0.1	0.0	1.9
Delay / Veh (s)	12.3	2.9	0.1	5.5	0.9	0.0	59.1	2.3	150.6	8.9	2.3
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.5
St Del/Veh (s)	8.8	0.1	0.0	2.9	0.0	0.0	59.4	2.6	149.0	9.4	0.6
Avg Speed (mph)	13	31	26	20	39	30	3	13	1	9	33
Vehicles Entered	7	1300	4	1	1682	3	18	12	2	18	3047
Vehicles Exited	7	1298	4	1	1680	3	19	12	2	18	3044
Hourly Exit Rate	7	1298	4	1	1680	3	19	12	2	18	3044

7: Ortega Hwy & Hunt Club Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.2	0.9	0.0	0.0	0.4	0.0	0.7	0.0	0.2	0.3	1.4	0.2
Delay / Veh (s)	21.4	2.5	0.3	22.7	1.0	0.3	297.9		36.1	1181.7	992.8	11.9
Stop Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.2	0.3	1.4	0.2
St Del/Veh (s)	18.6	0.0	0.0	21.6	0.0	0.0	297.7		36.2	1180.7	995.8	12.0
Avg Speed (mph)	10	33	30	8	38	24	1	20	7	0	0	6
Vehicles Entered	35	1251	3	3	1615	12	9	1	16	2	6	47
Vehicles Exited	35	1253	3	3	1616	11	9	0	15	1	4	47
Hourly Exit Rate	35	1253	3	3	1616	11	9	0	15	1	4	47

7: Ortega Hwy & Hunt Club Performance by movement

Movement	All
Total Delay (hr)	4.3
Delay / Veh (s)	5.2
Stop Delay (hr)	3.0
St Del/Veh (s)	3.6
Avg Speed (mph)	24
Vehicles Entered	3000
Vehicles Exited	2997
Hourly Exit Rate	2997

8: Ortega Hwy & Via Cristal Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.5	0.0	0.0	1.7	10.0	0.0	12.3
Delay / Veh (s)	1.5	0.1	16.8	3.9	3001.5	20.7	15.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	10.0	0.0	10.1
St Del/Veh (s)	0.1	0.0	13.0	0.0	3000.6	20.5	12.4
Avg Speed (mph)	36	25	18	34	0	12	18
Vehicles Entered	1261	7	6	1623	18	5	2920
Vehicles Exited	1263	7	5	1625	6	5	2911
Hourly Exit Rate	1263	7	5	1625	6	5	2911

9: Ortega Hwy & Strawberry Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Delay (hr)	0.2	1.2	1.0	0.0	0.3	0.3	3.1
Delay / Veh (s)	94.1	3.6	2.3	0.0	967.6	246.2	3.8
Stop Delay (hr)	0.2	0.0	0.2	0.0	0.3	0.3	1.0
St Del/Veh (s)	90.6	0.0	0.5	0.0	964.4	246.5	1.3
Avg Speed (mph)	5	35	33	24	0	1	31
Vehicles Entered	7	1260	1624	5	2	6	2904
Vehicles Exited	7	1254	1624	5	1	5	2896
Hourly Exit Rate	7	1254	1624	5	1	5	2896

10: Ortega Hwy & Via Errecarte Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.8	0.0	0.0	1.1	0.9	1.1	4.0
Delay / Veh (s)	2.4	0.2	25.2	2.5	850.4	775.0	5.0
Stop Delay (hr)	0.0	0.0	0.0	0.2	1.0	1.1	2.3
St Del/Veh (s)	0.0	0.0	23.3	0.4	857.4	776.0	2.8
Avg Speed (mph)	31	24	8	34	1	1	25
Vehicles Entered	1235	20	6	1619	5	6	2891
Vehicles Exited	1234	20	6	1619	3	5	2887
Hourly Exit Rate	1234	20	6	1619	3	5	2887

11: Ortega Hwy & Shade Tree Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	2.5	0.7	0.0	0.0	1.2	0.0	4.3	0.0	1.7	1.2	11.8
Delay / Veh (s)	2259.1	2.2	0.3	11.3	2.7	0.7	5200.1	18.6	2982.8	1123.5	14.7
Stop Delay (hr)	2.5	0.0	0.0	0.0	0.0	0.0	4.3	0.0	1.7	1.3	9.8
St Del/Veh (s)	2257.3	0.1	0.0	8.0	0.0	0.0	5194.6	19.5	2980.6	1125.4	12.3
Avg Speed (mph)	0	32	24	15	33	26	0	10	0	0	15
Vehicles Entered	6	1221	6	4	1619	4	7	4	5	5	2881
Vehicles Exited	2	1223	6	4	1620	4	0	4	0	4	2867
Hourly Exit Rate	2	1223	6	4	1620	4	0	4	0	4	2867

Total Network Performance

Total Delay (hr)	426.6
Delay / Veh (s)	375.0
Stop Delay (hr)	385.4
St Del/Veh (s)	338.8
Avg Speed (mph)	28
Vehicles Entered	4131
Vehicles Exited	4059
Hourly Exit Rate	4059

1: La Novia & Ortega Hwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	2.8	1.3	49.6	2.9	2.7	3.1	62.5
Delay / Veh (s)	33.9	28.0	95.9	78.0	100.7	8.8	58.6
Stop Delay (hr)	2.5	1.2	43.3	2.7	2.6	1.1	53.4
St Del/Veh (s)	30.6	25.4	83.7	70.5	94.5	3.2	50.0
Avg Speed (mph)	12	12	8	12	4	24	11
Vehicles Entered	297	170	1871	137	99	1282	3856
Vehicles Exited	295	171	1850	136	98	1274	3824
Hourly Exit Rate	295	171	1850	136	98	1274	3824

6: Ortega Hwy & Calle Entradero Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.1	14.0	0.1	0.2	0.3	0.0	4.1	0.0	2.9	0.1	21.9
Delay / Veh (s)	30.5	29.5	10.4	102.3	0.9	0.0	1856.6	24.7	2090.7	11.2	25.2
Stop Delay (hr)	0.0	7.4	0.0	0.2	0.0	0.0	4.1	0.0	2.9	0.1	14.9
St Del/Veh (s)	18.5	15.6	3.8	102.4	0.0	0.0	1858.7	25.1	2091.6	11.7	17.1
Avg Speed (mph)	7	8	14	3	40	28	0	5	0	8	10
Vehicles Entered	7	1719	34	8	1318	6	13	7	7	27	3146
Vehicles Exited	7	1704	34	8	1317	6	3	7	4	27	3117
Hourly Exit Rate	7	1704	34	8	1317	6	3	7	4	27	3117

7: Ortega Hwy & Hunt Club Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.2	3.9	0.0	1.4	0.3	0.0	1.6	0.6	0.6	0.1	8.6
Delay / Veh (s)	18.8	8.8	0.2	1005.8	0.9	0.0	5583.3	505.1		10.0	10.3
Stop Delay (hr)	0.1	0.6	0.0	1.4	0.0	0.0	1.6	0.6	0.6	0.1	4.9
St Del/Veh (s)	12.3	1.4	0.0	1006.5	0.0	0.0	5645.3	505.0		10.1	5.9
Avg Speed (mph)	11	22	28	0	39	28	0	1	0	7	18
Vehicles Entered	30	1608	8	6	1287	5	2	4	1	42	2993
Vehicles Exited	30	1607	8	5	1285	5	0	4	0	43	2987
Hourly Exit Rate	30	1607	8	5	1285	5	0	4	0	43	2987

8: Ortega Hwy & Via Cristal Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.8	0.0	1.0	1.3	4.7	0.3	8.2
Delay / Veh (s)	1.9	0.5	256.2	3.5	2137.4	101.8	10.0
Stop Delay (hr)	0.0	0.0	1.0	0.0	4.7	0.3	6.0
St Del/Veh (s)	0.0	0.2	253.3	0.0	2133.3	102.9	7.4
Avg Speed (mph)	34	25	2	35	0	4	21
Vehicles Entered	1587	16	14	1292	14	11	2934
Vehicles Exited	1585	16	14	1298	2	11	2926
Hourly Exit Rate	1585	16	14	1298	2	11	2926

9: Ortega Hwy & Strawberry Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Delay (hr)	0.0	2.0	0.5	0.0	1.2	2.3	6.1
Delay / Veh (s)	43.9	4.6	1.4	0.0	1448.2	919.2	7.5
Stop Delay (hr)	0.0	0.1	0.0	0.0	1.2	2.3	3.6
St Del/Veh (s)	38.6	0.1	0.0	0.0	1448.7	921.2	4.5
Avg Speed (mph)	10	33	36	26	0	0	25
Vehicles Entered	3	1592	1294	5	4	9	2907
Vehicles Exited	3	1587	1297	5	3	9	2904
Hourly Exit Rate	3	1587	1297	5	3	9	2904

10: Ortega Hwy & Via Errecarte Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	1.4	0.0	0.0	0.5	0.1	0.0	2.1
Delay / Veh (s)	3.1	0.5	40.6	1.5	496.7	16.4	2.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
St Del/Veh (s)	0.1	0.0	38.9	0.0	495.3	16.2	0.3
Avg Speed (mph)	29	23	6	36	1	12	31
Vehicles Entered	1573	21	2	1296	1	5	2898
Vehicles Exited	1570	22	2	1299	1	5	2899
Hourly Exit Rate	1570	22	2	1299	1	5	2899

11: Ortega Hwy & Shade Tree Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.0	1.3	0.0	0.1	1.2	0.0	0.0	0.1	0.2	0.1	3.0
Delay / Veh (s)	9.7	3.0	0.6	43.2	3.4	3.5	84.7	56.8	637.0	86.3	3.8
Stop Delay (hr)	0.0	0.0	0.0	0.1	0.6	0.0	0.0	0.1	0.2	0.1	1.1
St Del/Veh (s)	9.1	0.0	0.0	42.5	1.8	3.3	82.5	58.9	634.5	86.7	1.4
Avg Speed (mph)	14	29	23	7	35	28	7	5	1	4	30
Vehicles Entered	1	1563	7	7	1291	7	2	8	2	4	2892
Vehicles Exited	1	1560	7	7	1294	7	1	8	1	3	2889
Hourly Exit Rate	1	1560	7	7	1294	7	1	8	1	3	2889

Total Network Performance

Total Delay (hr)	269.5
Delay / Veh (s)	253.8
Stop Delay (hr)	162.5
St Del/Veh (s)	153.1
Avg Speed (mph)	17
Vehicles Entered	4003
Vehicles Exited	3641
Hourly Exit Rate	3641

1: La Novia & Ortega Hwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	4.0	0.3	6.1	2.1	2.0	9.2	23.8
Delay / Veh (s)	36.1	10.4	18.9	16.4	49.0	15.7	19.5
Stop Delay (hr)	3.6	0.3	4.3	1.6	1.6	2.9	14.3
St Del/Veh (s)	32.5	9.1	13.1	12.9	39.7	4.9	11.7
Avg Speed (mph)	11	19	16	18	8	18	16
Vehicles Entered	401	106	1169	458	149	2129	4412
Vehicles Exited	401	105	1171	454	149	2118	4398
Hourly Exit Rate	401	105	1171	454	149	2118	4398

6: Ortega Hwy & Calle Entradero Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.0	0.5	0.0	0.0	1.0	0.0	0.4	0.0	0.2	0.1	2.2
Delay / Veh (s)	20.2	1.4	0.3	12.7	1.7	0.5	67.0	5.6	145.4	14.6	2.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.2	0.1	0.7
St Del/Veh (s)	18.6	0.1	0.0	11.6	0.0	0.0	67.3	5.9	144.4	15.1	0.7
Avg Speed (mph)	10	37	26	14	36	26	3	10	1	7	33
Vehicles Entered	2	1296	6	4	2201	5	21	10	4	14	3563
Vehicles Exited	2	1298	6	4	2200	5	21	9	4	14	3563
Hourly Exit Rate	2	1298	6	4	2200	5	21	9	4	14	3563

7: Ortega Hwy & Hunt Club Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.3	0.5	0.0	0.0	0.9	0.0	0.5	0.0	0.4	0.6	0.3	3.6
Delay / Veh (s)	26.8	1.3	0.0	2.2	1.5	0.4	214.9	8.7	348.5	354.3	19.0	3.6
Stop Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.4	0.6	0.3	2.2
St Del/Veh (s)	25.0	0.0	0.0	1.1	0.0	0.0	214.3	8.6	348.4	353.5	19.2	2.2
Avg Speed (mph)	8	37	31	22	35	23	2	13	0	0	5	27
Vehicles Entered	45	1244	4	4	2132	19	10	11	4	8	64	3545
Vehicles Exited	45	1240	4	4	2131	19	9	11	4	5	64	3536
Hourly Exit Rate	45	1240	4	4	2131	19	9	11	4	5	64	3536

8: Ortega Hwy & Via Cristal Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.4	0.0	0.0	1.4	0.9	0.0	2.7
Delay / Veh (s)	1.1	0.1	16.1	2.3	157.3	8.0	2.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.9	0.0	0.9
St Del/Veh (s)	0.0	0.0	13.6	0.0	156.7	8.4	1.0
Avg Speed (mph)	37	26	18	37	3	15	35
Vehicles Entered	1244	9	6	2142	21	9	3431
Vehicles Exited	1245	9	6	2143	19	9	3431
Hourly Exit Rate	1245	9	6	2143	19	9	3431

9: Ortega Hwy & Strawberry Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Delay (hr)	0.1	0.8	0.6	0.0	0.2	0.1	1.8
Delay / Veh (s)	41.3	2.3	0.9	0.1	156.2	63.1	1.9
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.2	0.1	0.4
St Del/Veh (s)	39.3	0.0	0.0	0.0	155.0	63.1	0.4
Avg Speed (mph)	10	37	38	24	1	3	36
Vehicles Entered	8	1241	2144	4	5	6	3408
Vehicles Exited	8	1241	2142	4	5	6	3406
Hourly Exit Rate	8	1241	2142	4	5	6	3406

10: Ortega Hwy & Via Errecarte Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.4	0.0	0.0	0.5	0.1	0.0	1.0
Delay / Veh (s)	1.2	0.2	3.7	0.8	88.3	15.4	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
St Del/Veh (s)	0.0	0.0	2.2	0.0	87.0	15.2	0.1
Avg Speed (mph)	36	25	21	38	4	12	37
Vehicles Entered	1230	16	3	2135	4	4	3392
Vehicles Exited	1228	16	3	2135	4	4	3390
Hourly Exit Rate	1228	16	3	2135	4	4	3390

11: Ortega Hwy & Shade Tree Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.1	0.4	0.0	0.0	0.6	0.0	0.2	0.0	0.4	0.7	2.3
Delay / Veh (s)	288.9	1.1	0.1	10.0	1.0	0.5	286.4	4.9	437.1	352.6	2.5
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.4	0.7	1.7
St Del/Veh (s)	288.1	0.0	0.0	9.5	0.5	0.4	290.0	5.7	436.5	354.1	1.8
Avg Speed (mph)	2	37	25	20	39	28	2	16	0	1	32
Vehicles Entered	2	1225	5	3	2129	5	4	5	2	7	3387
Vehicles Exited	1	1221	5	3	2128	5	3	5	3	7	3381
Hourly Exit Rate	1	1221	5	3	2128	5	3	5	3	7	3381

Total Network Performance

Total Delay (hr)	62.2
Delay / Veh (s)	49.0
Stop Delay (hr)	20.5
St Del/Veh (s)	16.1
Avg Speed (mph)	32
Vehicles Entered	4597
Vehicles Exited	4552
Hourly Exit Rate	4552

1: La Novia & Ortega Hwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	2.5	1.1	77.1	4.1	3.3	2.9	90.9
Delay / Veh (s)	32.6	26.6	143.5	135.0	116.5	8.2	85.5
Stop Delay (hr)	2.2	1.0	70.0	3.8	3.1	0.9	81.1
St Del/Veh (s)	29.7	24.4	130.2	126.9	109.9	2.7	76.2
Avg Speed (mph)	12	12	8	10	4	25	11
Vehicles Entered	272	143	1944	111	107	1274	3851
Vehicles Exited	272	143	1926	108	98	1263	3810
Hourly Exit Rate	272	143	1926	108	98	1263	3810

6: Ortega Hwy & Calle Entradero Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.0	1.1	0.0	0.0	0.4	0.0	0.3	0.0	0.1	0.0	1.9
Delay / Veh (s)	9.0	1.9	0.5	4.1	1.1	0.2	77.9	14.2	56.7	8.5	2.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.5
St Del/Veh (s)	6.9	0.0	0.0	3.3	0.0	0.0	78.6	14.7	55.8	9.0	0.5
Avg Speed (mph)	16	34	25	22	38	27	3	8	2	10	34
Vehicles Entered	9	2015	29	2	1318	4	13	9	3	20	3422
Vehicles Exited	9	2012	29	2	1321	4	13	9	4	20	3423
Hourly Exit Rate	9	2012	29	2	1321	4	13	9	4	20	3423

7: Ortega Hwy & Hunt Club Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.1	0.8	0.0	0.0	0.3	0.0	0.1	0.0	0.1	0.0	0.1	1.5
Delay / Veh (s)	8.2	1.6	0.0	9.0	0.9	0.1	74.7	7.3	81.0	45.6	7.0	1.6
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.4
St Del/Veh (s)	6.5	0.0	0.0	7.8	0.0	0.1	74.0	7.1	80.1	43.8	7.1	0.4
Avg Speed (mph)	17	36	31	12	38	25	4	14	1	2	9	34
Vehicles Entered	38	1914	14	2	1281	7	3	6	5	1	43	3314
Vehicles Exited	38	1918	14	3	1279	7	3	6	5	1	41	3315
Hourly Exit Rate	38	1918	14	3	1279	7	3	6	5	1	41	3315

8: Ortega Hwy & Via Cristal Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.8	0.0	0.1	0.5	0.3	0.1	1.7
Delay / Veh (s)	1.4	0.4	27.1	1.5	66.6	15.4	1.9
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.5
St Del/Veh (s)	0.0	0.0	25.5	0.0	65.2	15.7	0.5
Avg Speed (mph)	36	24	13	39	6	12	36
Vehicles Entered	1890	23	7	1272	18	18	3228
Vehicles Exited	1892	23	7	1271	18	18	3229
Hourly Exit Rate	1892	23	7	1271	18	18	3229

9: Ortega Hwy & Strawberry Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Delay (hr)	0.0	1.6	0.2	0.0	0.1	0.0	1.9
Delay / Veh (s)	7.1	3.0	0.5	0.0	83.2	8.9	2.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
St Del/Veh (s)	3.4	0.0	0.0	0.0	81.5	8.8	0.2
Avg Speed (mph)	25	36	40	26	3	12	36
Vehicles Entered	3	1906	1274	6	5	8	3202
Vehicles Exited	3	1899	1271	6	5	8	3192
Hourly Exit Rate	3	1899	1271	6	5	8	3192

10: Ortega Hwy & Via Errecarte Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.8	0.0	0.0	0.1	0.1	0.0	1.1
Delay / Veh (s)	1.6	0.8	15.6	0.4	42.3	13.3	1.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
St Del/Veh (s)	0.0	0.0	14.8	0.0	40.9	13.2	0.1
Avg Speed (mph)	35	23	12	41	7	13	36
Vehicles Entered	1880	25	4	1281	5	6	3201
Vehicles Exited	1878	25	4	1282	5	6	3200
Hourly Exit Rate	1878	25	4	1282	5	6	3200

11: Ortega Hwy & Shade Tree Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Delay (hr)	0.0	0.8	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.1
Delay / Veh (s)	11.7	1.5	0.3	18.7	0.5	0.2	31.7	14.3	42.8	2.6	1.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3
St Del/Veh (s)	10.2	0.0	0.0	18.3	0.3	0.1	30.0	15.2	42.6	3.3	0.3
Avg Speed (mph)	14	35	24	13	40	31	8	11	4	17	36
Vehicles Entered	6	1864	9	9	1275	6	2	11	3	3	3188
Vehicles Exited	5	1855	9	9	1280	6	2	11	4	3	3184
Hourly Exit Rate	5	1855	9	9	1280	6	2	11	4	3	3184

Total Network Performance

Total Delay (hr)	122.4
Delay / Veh (s)	111.1
Stop Delay (hr)	83.0
St Del/Veh (s)	75.3
Avg Speed (mph)	31
Vehicles Entered	4005
Vehicles Exited	3928
Hourly Exit Rate	3928