

RESOLUTION NO. 2022-126

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HOLLISTER APPROVING
THE SAN FELIPE PRECISE LINE STUDY**

WHEREAS, the City of Hollister City Council authorized transportation engineering services from Kimley-Horn to develop a Precise Line and Beautification Study for San Felipe Road between SR 25 and SR 156 at the regular meeting of December 20, 2021; and

WHEREAS, Kimley-Horn has prepared the San Felipe Road Precise Line and Beautification Study; and

WHEREAS, the study analyzed the segment of San Felipe Road between Highway 25 and Highway 156 for the purpose of determining the ultimate location of roadway improvements and right of way limits for that road portion; and

WHEREAS, the study was presented to City Council for approval consideration and adoption of a Resolution establishing future development improvements, including ultimate road right of way limits, for the analyzed segment of San Felipe Road.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hollister ADOPTS the San Felipe Road Precise Line and Beautification Study and authorizes staff to implement the recommendations.

PASSED AND ADOPTED, by the City Council of the City of Hollister at a Regular Meeting held this 21st day of June, 2022, by the following vote:

AYES: Councilmembers Perez, Morales, and Mayor Velazquez

NOES: Councilmember Burns

ABSTAINED: None

ABSENT: Councilmember Resendiz

ATTEST:



Christine Black, MMC, City Clerk
PAUL DA SILVA



Ignacio Velazquez, Mayor

APPROVED AS TO FORM:

Lozano Smith Attorneys at Law



Mary F. Lerner, City Attorney

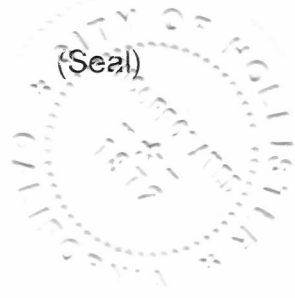
PAUL DA SILVA
I, ~~CHRISTINE BLACK~~, MMC, City Clerk of the City of Hollister, do hereby certify that the attached Resolution No. 2022-126 is an original Resolution, or true and correct copy of a City Resolution, duly adopted by the Council of the City of Hollister at a regular meeting of said Council held on the 21st day of June, 2022, at which meeting a quorum was present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Hollister this 21st day of June, 2022.



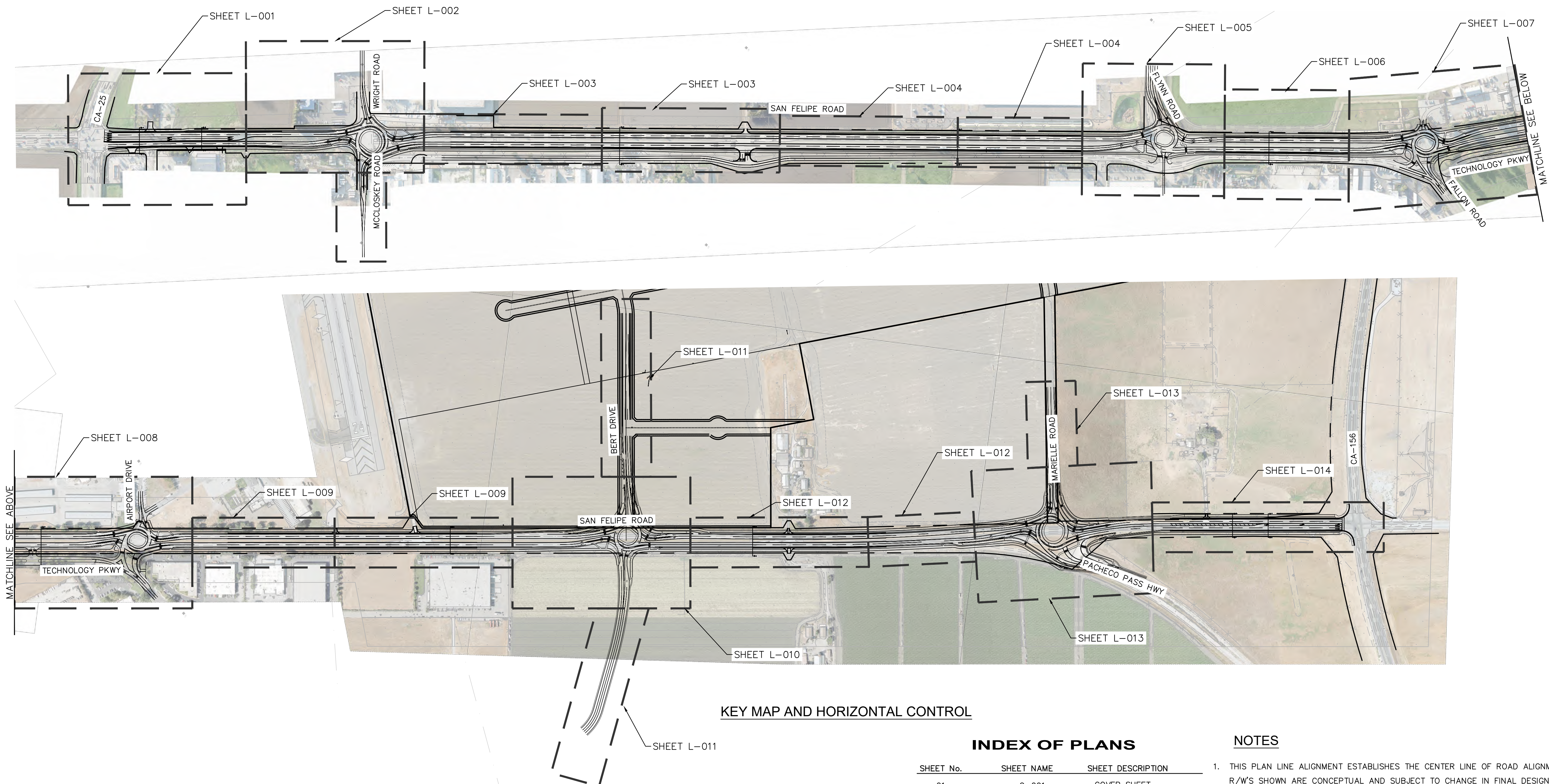
Christine Black, MMC *PAUL DA SILVA*
City Clerk of the City of Hollister

(Seal)





PRECISE PLAN ALIGNMENT
FOR
SAN FELIPE ROAD
HOLLISTER, CALIFORNIA



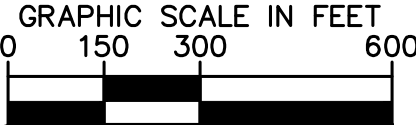
KEY MAP AND HORIZONTAL CONTROL

INDEX OF PLANS

SHEET No.	SHEET NAME	SHEET DESCRIPTION
01	G-001	COVER SHEET
02	X-001	TYPICAL SECTIONS
03-16	L-001 TO L-014	LAYOUT PLANS
17-18	LS-001 TO LS-002	LANDSCAPING CONCEPTS

NOTES

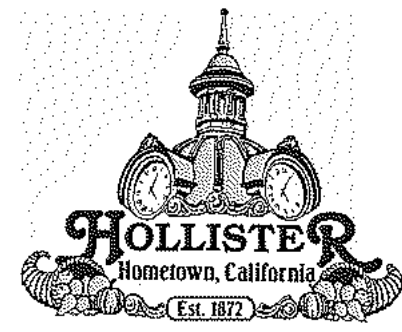
- THIS PLAN LINE ALIGNMENT ESTABLISHES THE CENTER LINE OF ROAD ALIGNMENTS. R/W'S SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE IN FINAL DESIGN.
- ALIGNMENT AND RIGHT-OF-WAY LINES WERE DEVELOPED USING RECORD MAPS.
- TURN LANES AND MEDIANS SHOWN ARE CONCEPTUAL, SUBJECT TO CHANGE IN FINAL DESIGN. TRAFFIC STUDIES WILL BE REQUIRED PRIOR TO DEVELOPMENTS. ADDITIONAL R/W MAY BE REQUIRED BEYOND WHAT IS SHOWN ON THESE DRAWINGS.
- TEMPORARY CONSTRUCTION EASEMENTS WILL BE REQUIRED. OTHER UTILITY EASEMENTS MAY ALSO BE REQUIRED.



Kimley»Horn

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KHA PROJECT 197008235
DATE
SCALE AS SHOWN
DESIGNED BY
DRAWN BY
CHECKED BY



**SAN FELIPE ROAD
PRECISE LINE AND
BEAUTIFICATION STUDY**

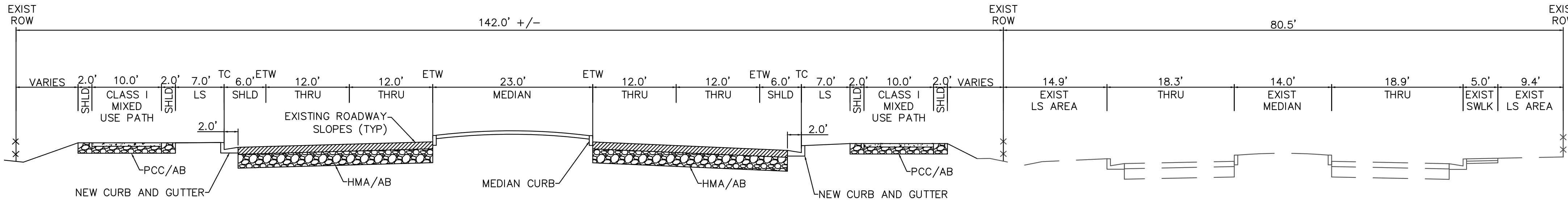
HOLLISTER CALIFORNIA

COVER SHEET

**SAN FELIPE
PRECISE LINE**

DRAWING NUMBER
G-001
SHEET NUMBER
1 OF 18

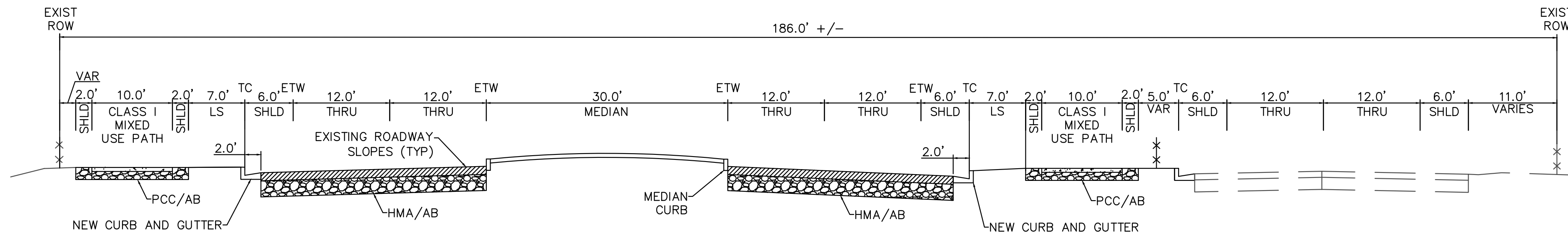
Plotted By: Chan, Malajan Sheet Set: Google Maps Layout: X-001 June 03, 2022 10:03:44am \\kimley-horn.com\cadd\Projects\SS.C_TPT\City of Hollister\197008235 - san felipe plan line\07 CAD\plan sheets\X-001.dwg
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FOUR LANE ARTERIAL WITH MEDIAN & FRONTAGE ROAD IMPROVEMENTS
CLASS I MIXED USE PATH EAST & WEST SIDES

SECTION D-D

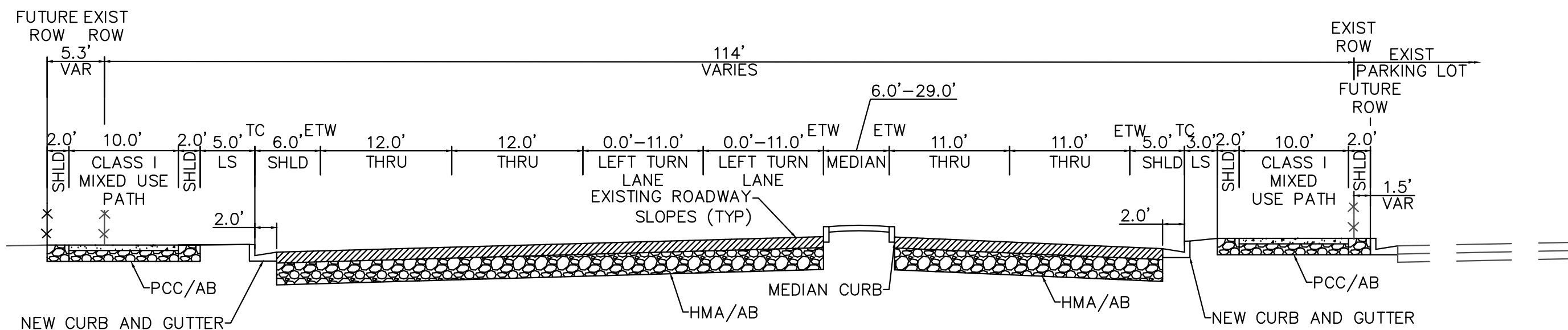
"SF" LINE
STA 90+75 TO STA 92+50
STA 93+50 TO STA 95+00



FOUR LANE ARTERIAL WITH MEDIAN & FRONTAGE ROAD IMPROVEMENTS
CLASS I MIXED USE PATH EAST & WEST SIDES

SECTION C-C

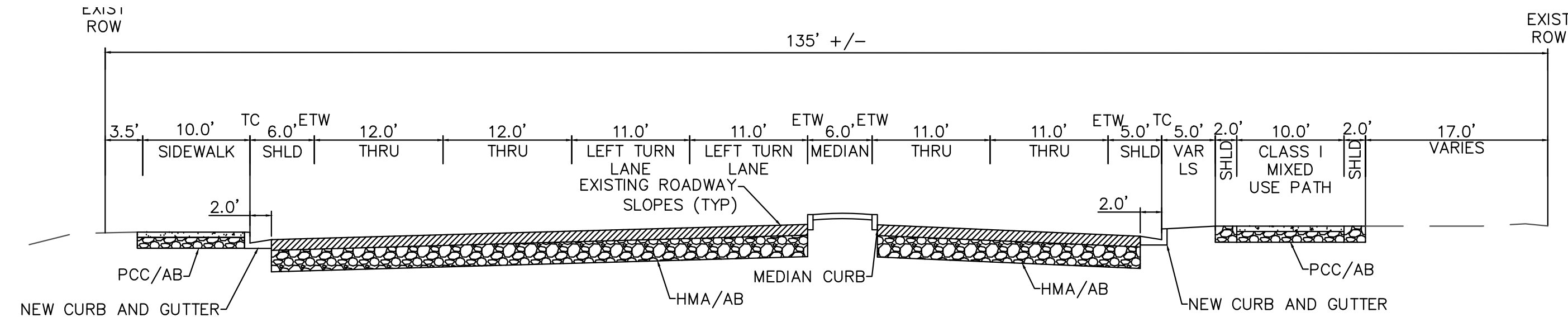
"SF" LINE
STA 31+00 TO STA 45+00
STA 50+50 TO STA 67+00
STA 75+00 TO STA 82+00



FOUR LANE ARTERIAL WITH MEDIAN & TURN POCKET
CLASS I MIXED USE PATH EAST & WEST SIDES

SECTION B-B

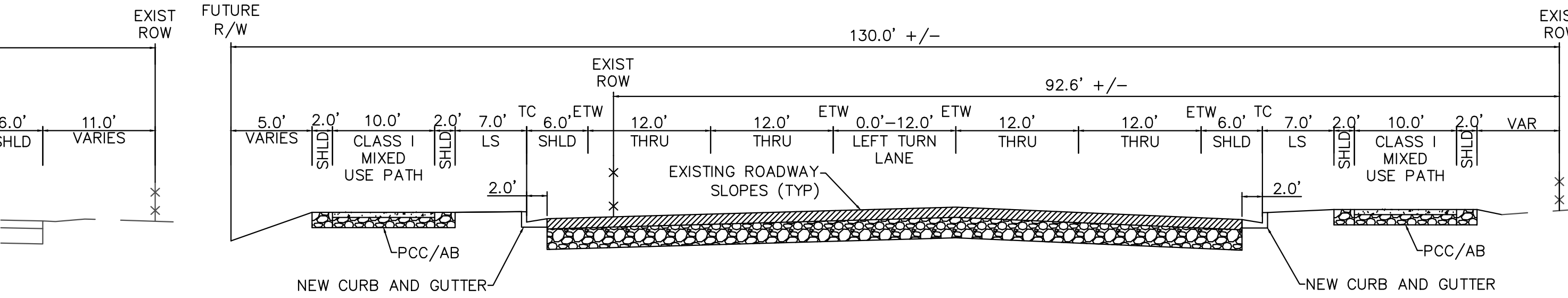
"SF" LINE
STA 16+25 TO STA 20+60



FOUR LANE ARTERIAL WITH MEDIAN & TURN POCKET
CLASS I MIXED USE PATH EAST SIDE ONLY

SECTION A-A

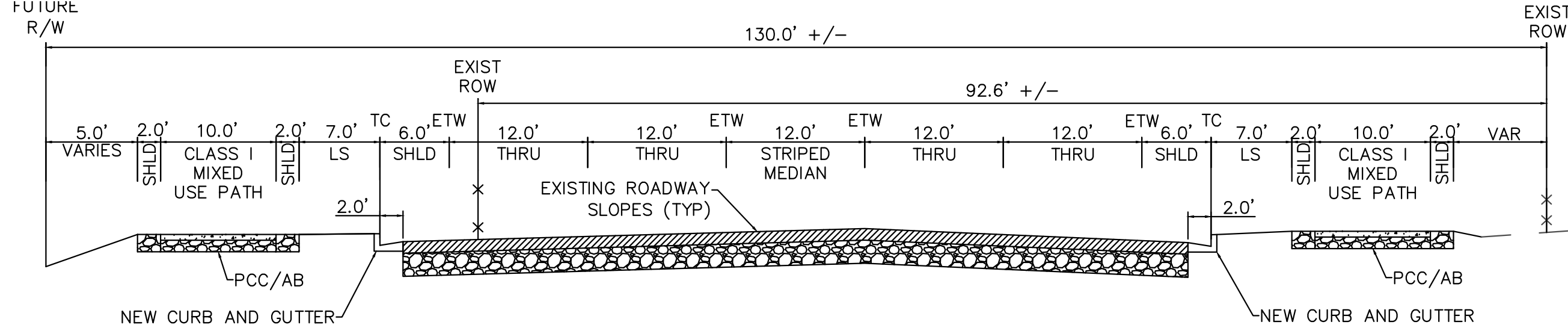
"SF" LINE
STA 12+25 TO STA 16+25



FOUR LANE ARTERIAL WITH LEFT TURN LANE
CLASS I MIXED USE PATH EAST & WEST SIDES

SECTION G-G

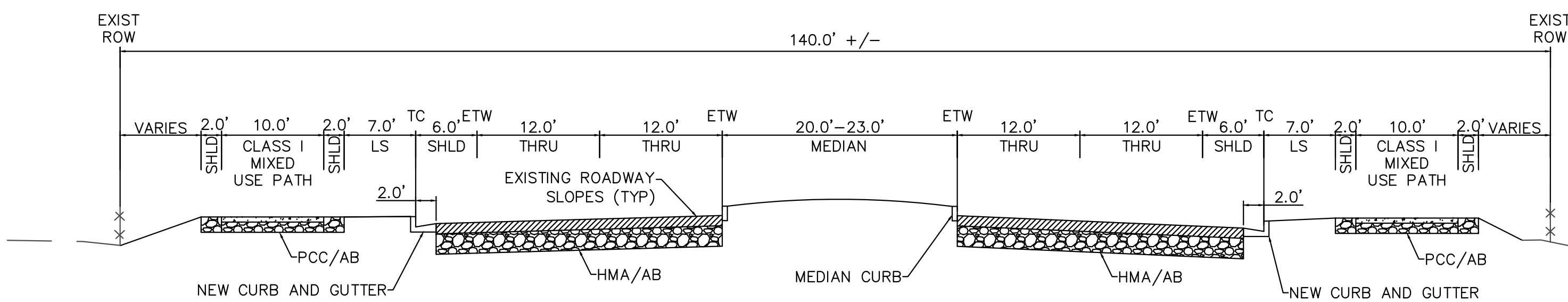
"SF" LINE
STA 161+50 TO STA 166+50



FOUR LANE ARTERIAL WITH STRIPED MEDIAN
CLASS I MIXED USE PATH EAST & WEST SIDES

SECTION F-F

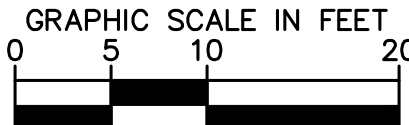
"SF" LINE
STA 156+00 TO 161+50



FOUR LANE ARTERIAL WITH MEDIAN
CLASS I MIXED USE PATH EAST & WEST SIDES

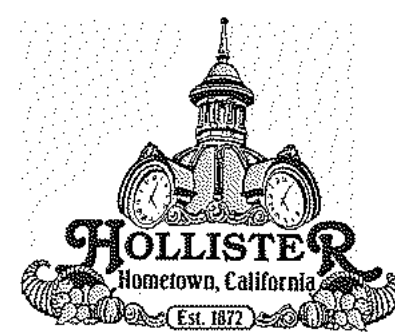
SECTION E-E

"SF" LINE
STA 104+00 TO STA 118+00
STA 133+00 TO STA 141+00



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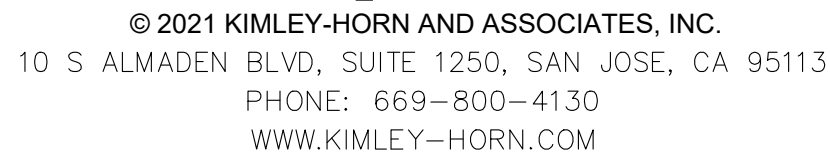
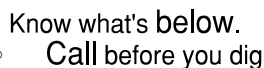


SAN FELIPE ROAD
PRECISE LINE AND
BEAUTIFICATION STUDY
HOLLISTER CALIFORNIA

TYPICAL SECTIONS

**SAN FELIPE
PRECISE LINE**

DRAWING NUMBER
X-001
SHEET NUMBER
2 OF 18

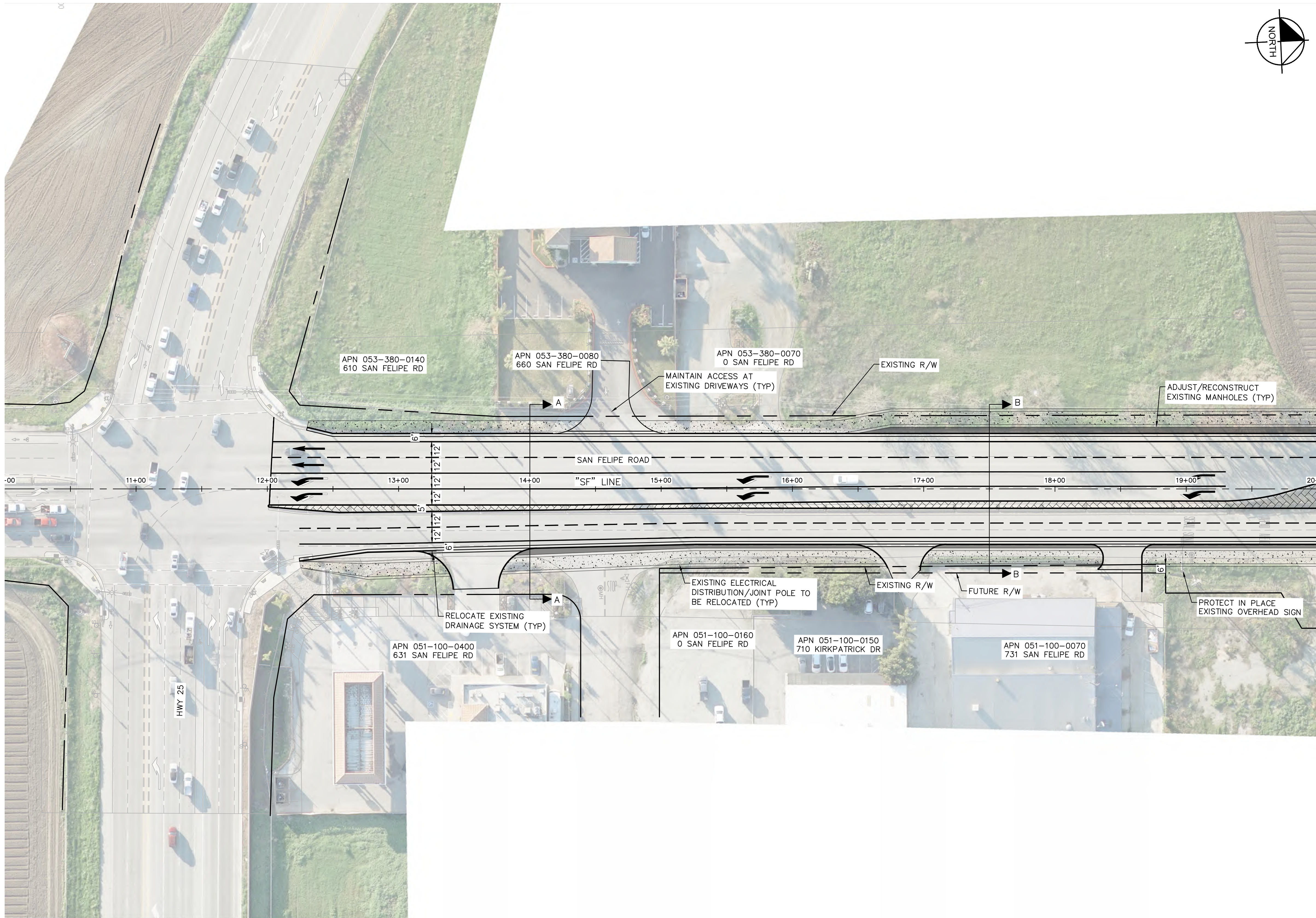


HOLLISTER CALIFORNIA

LAYOUT

SAN FELIPE
PRECISE LINE

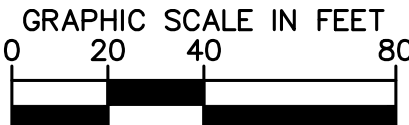
DRAWING NUMBER	
L-001	
SHEET NUMBER	
3	OF 18

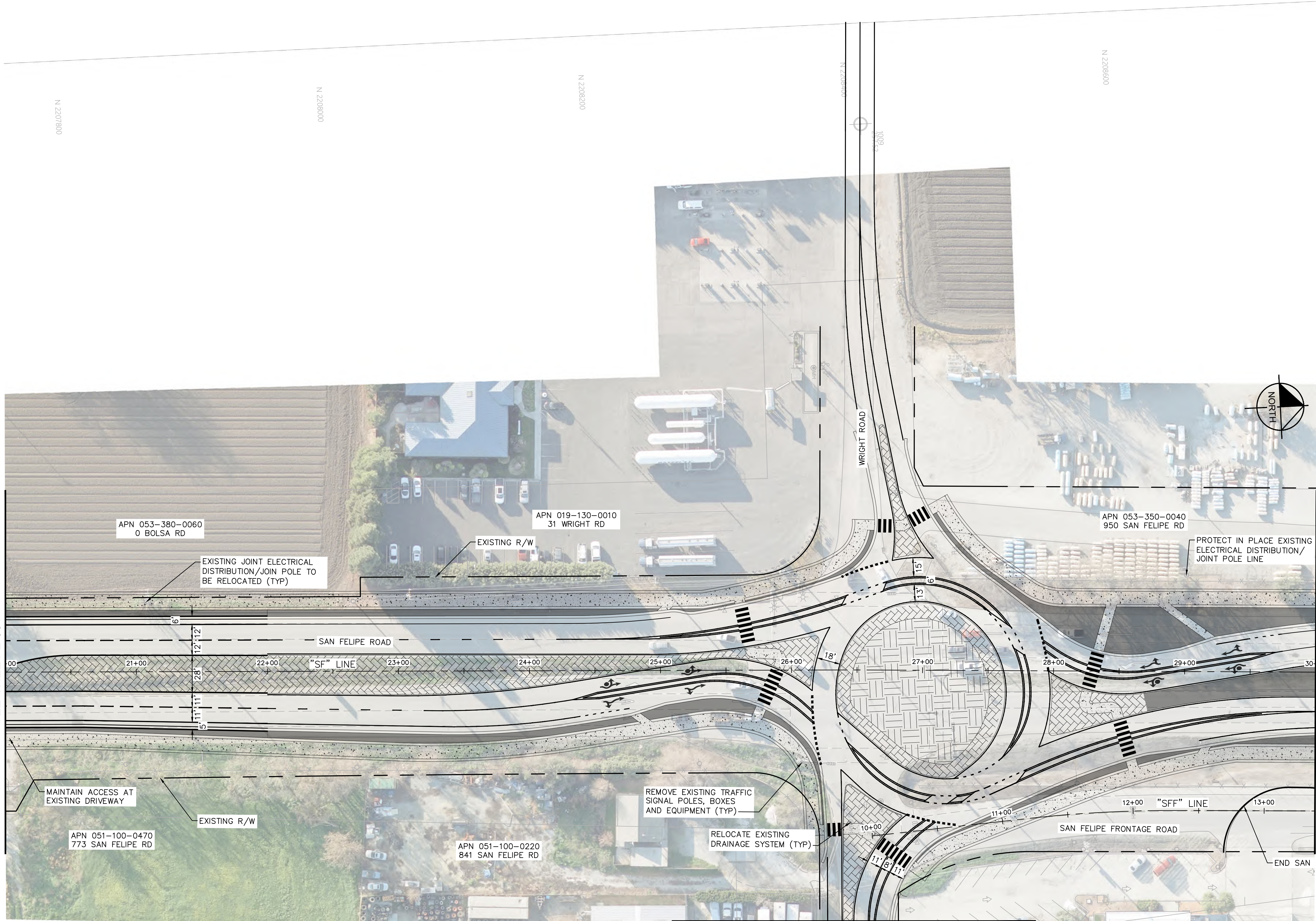


MATCHLINE STA 20+00
SEE SHEET L-002

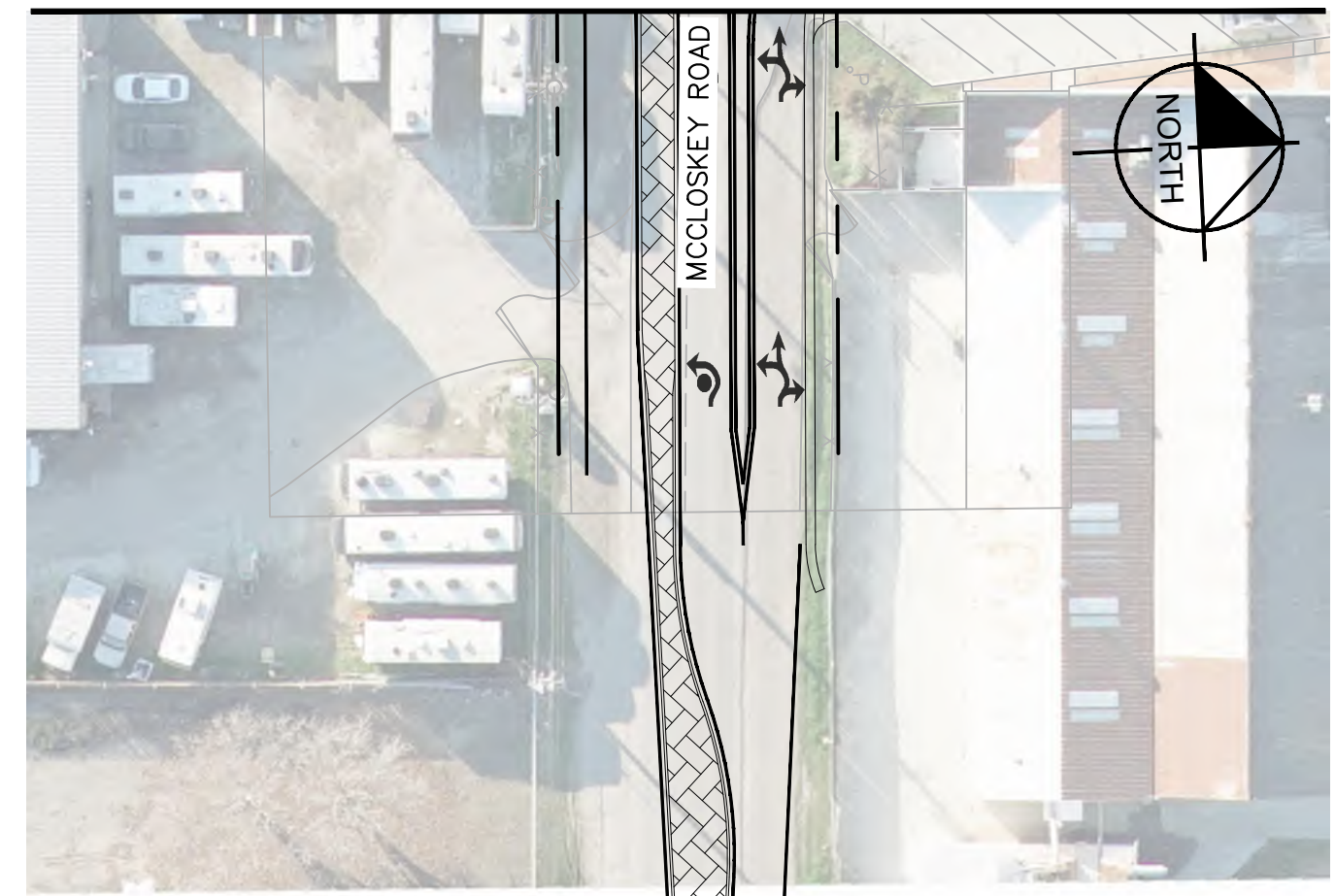
1. RIGHT OF WAY SHOWN IS SUBJECT TO CHANGE AND IS SHOWN FOR REFERENCE ONLY.
2. SEE SHEET X-01 FOR TYPICAL SECTIONS.
3. LIMITED ACCESS DRIVEWAYS WILL BE APPROVED ON A CASE BY CASE BASIS. ACCESS RESTRICTIONS TO BE DETERMINED DURING DEVELOPMENT APPLICATION PROCESS.
4. ALL EXISTING UTILITIES AND PRIVATE PROPERTY FEATURES IN CONFLICT WITH THE PROPOSED ROADWAY IMPROVEMENTS SHALL BE RELOCATED AS REQUIRED.

	CONCRETE SIDEWALK/CLASS I BIKEWAY
	MEDIAN (HARDSCAPE OR LANDSCAPE)
	ROUNDBOUT (HARDSCAPE OR LANDSCAPE)
	LANDSCAPE



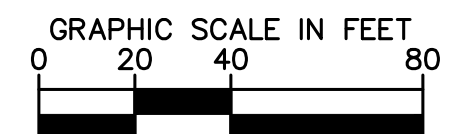


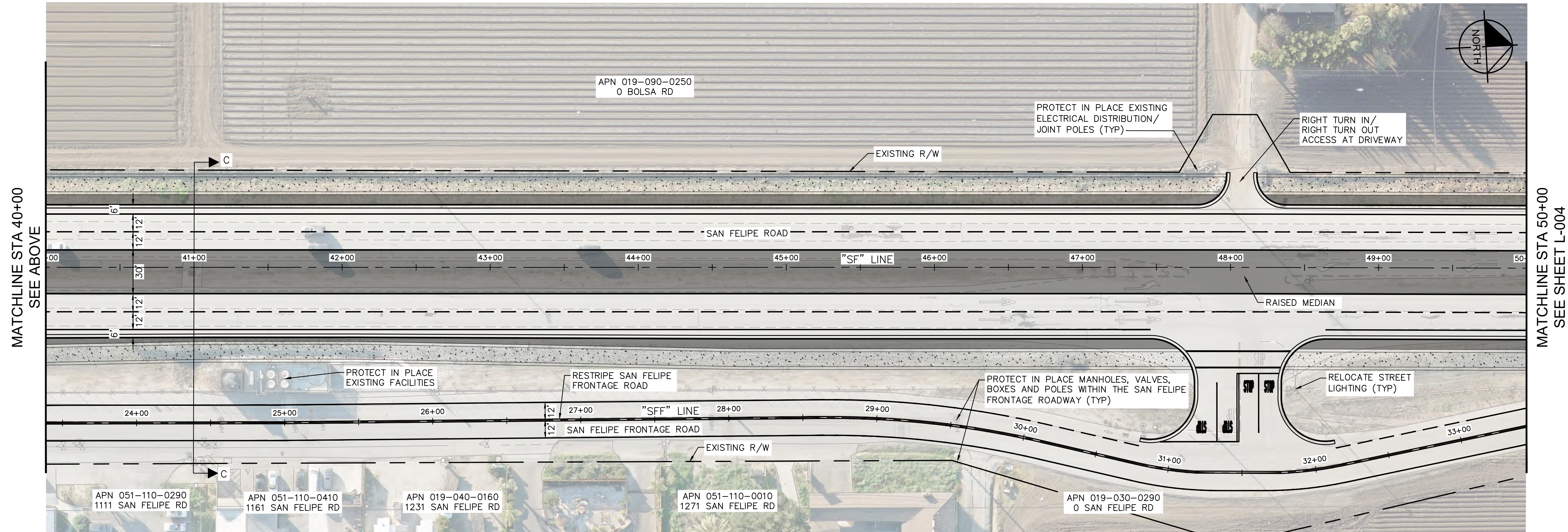
MATCHLINE STA 30+00
SEE SHEET L-003

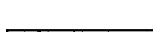
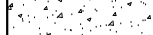


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	CONCRETE SIDEWALK/CLASS I BIKEWAY
	MEDIAN (HARDSCAPE OR LANDSCAPE)
	ROUNDBOUT (HARDSCAPE OR LANDSCAPE)
	LANDSCAPE





- | <u>LEGEND</u> | |
|---|------------------------------------|
|  | CONCRETE SIDEWALK/CLASS I BIKEWAY |
|  | MEDIAN (HARDSCAPE OR LANDSCAPE) |
|  | ROUNDBOAT (HARDSCAPE OR LANDSCAPE) |
|  | LANDSCAPE |



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Plotted By: Chan, Maigan Sheet Set: Google Maps Layout: L-004 June 03, 2022 10:05:17am Kimley-Horn.com\maigan.ajd\Project\SJC\TPT\City of Hollister\197008235 - San Felipe plan line\07 CAD\plansheets\L-001.dwg
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KHA PROJECT
197008235
DATE

SCALE AS SHOWN
DESIGNED BY
DRAWN BY
CHECKED BY



SAN FELIPE ROAD
PRECISE LINE AND
BEAUTIFICATION STUDY

HOLLISTER
CALIFORNIA

LAYOUT

SAN FELIPE
PRECISE LINE

DRAWING NUMBER
L-004
SHEET NUMBER
6 OF 18

MATCHLINE STA 50+00
SEE SHEET L-003

MATCHLINE STA 60+00
SEE BELOW

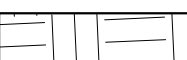
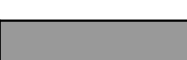
MATCHLINE STA 40+00
SEE ABOVE

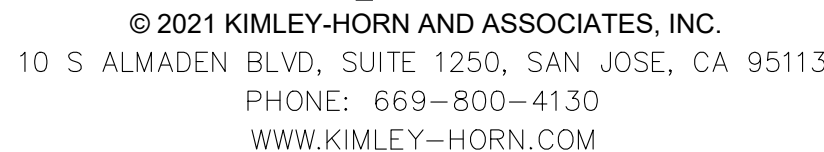
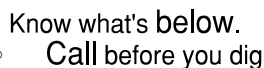
MATCHLINE STA 67+00
SEE SHEET L-005

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	ROUNDABOUT (HARDSCAPE OR LANDSCAPE)
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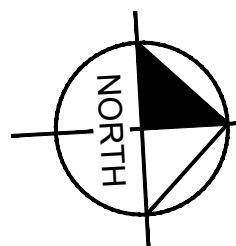


CALIFORNIA

LAYOUT

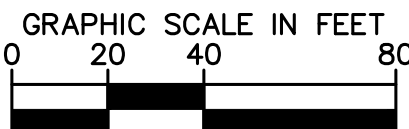
SAN FELIPE
PRECISE LINE

DRAWING NUMBER		
L-005		
SHEET NUMBER		
7	OF	18



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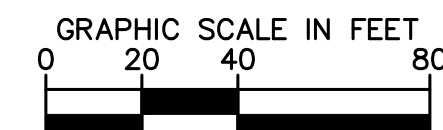
	CONCRETE SIDEWALK/CLASS I BIKEWAY
	MEDIAN (HARDSCAPE OR LANDSCAPE)
	ROUNDABOUT (HARDSCAPE OR LANDSCAPE)
	LANDSCAPE





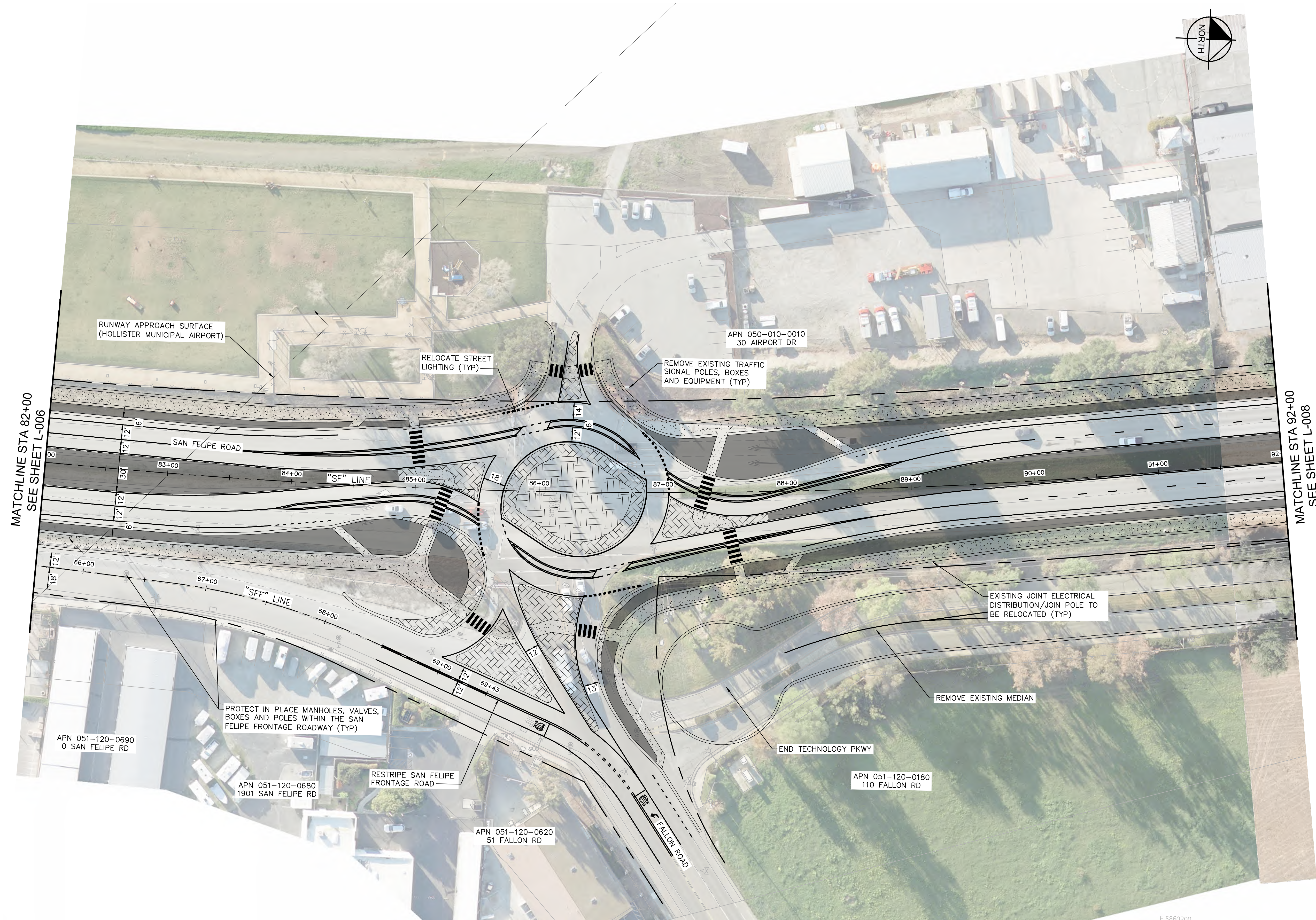
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	ROUNDBOUNT (HARDSCAPE OR LANDSCAPE)
	LANDSCAPE



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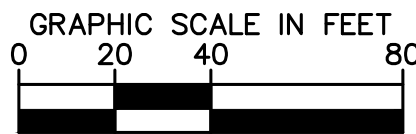


NOTES

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LEGEND

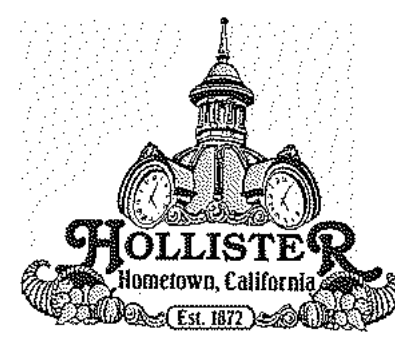
	CONCRETE SIDEWALK/CLASS I BIKEWAY
	MEDIAN (HARDSCAPE OR LANDSCAPE)
	ROUNDABOUT (HARDSCAPE OR LANDSCAPE)
	LANDSCAPE



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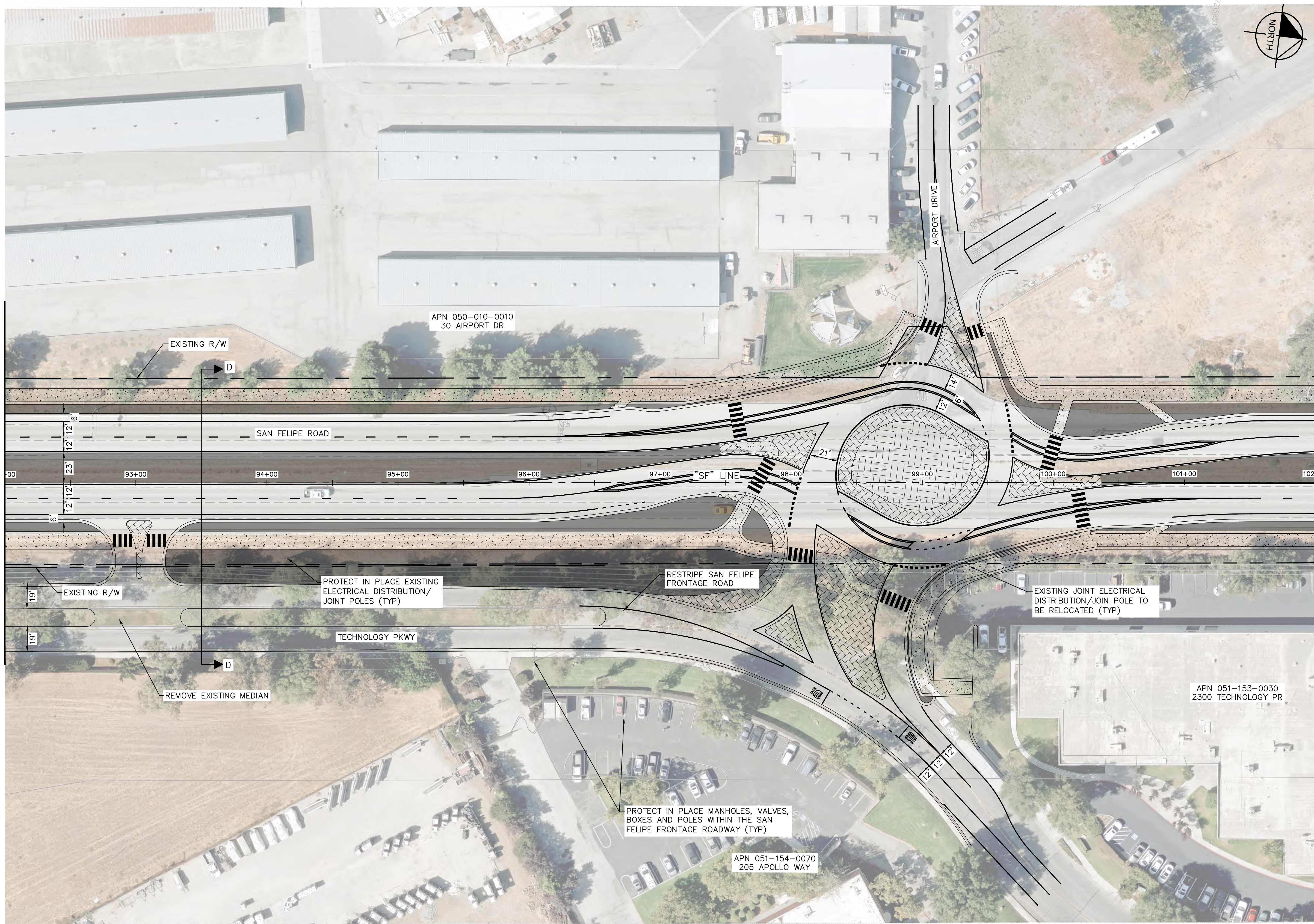
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197008235
DATE
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**SAN FELIPE ROAD
PRECISE LINE AND
BEAUTIFICATION STUDY**
HOLLISTER CALIFORNIA

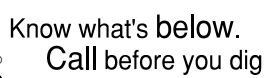
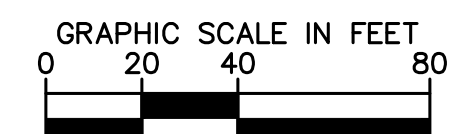
**LAYOUT
SAN FELIPE
PRECISE LINE**

DRAWING NUMBER
L-007
SHEET NUMBER
9 OF 18



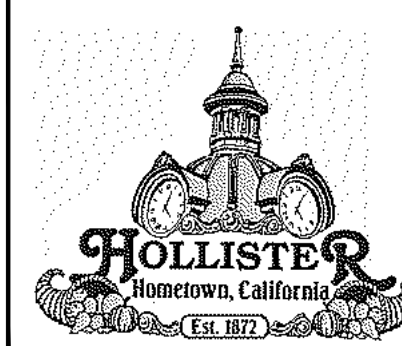
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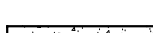
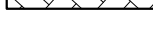
HOLLISTER CALIFORNIA

LAYOUT

SAN FELIPE
PRECISE LINE

	DRAWING NUMBER
	L-008
	SHEET NUMBER
	10 OF 18



- | <u>LEGEND</u> | |
|---|------------------------------------|
|  | CONCRETE SIDEWALK/CLASS I BIKEWAY |
|  | MEDIAN (HARDSCAPE OR LANDSCAPE) |
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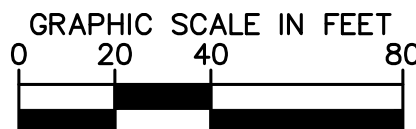
DRAWING NUMBER		
L-009		
SHEET NUMBER		
11	OF	18



MATCHLINE STA 130+00
SEE SHEET L-012

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LAYOUT

SAN FELIPE
PRECISE LINE

DRAWING NUMBER
L-010
SHEET NUMBER
12 OF 18

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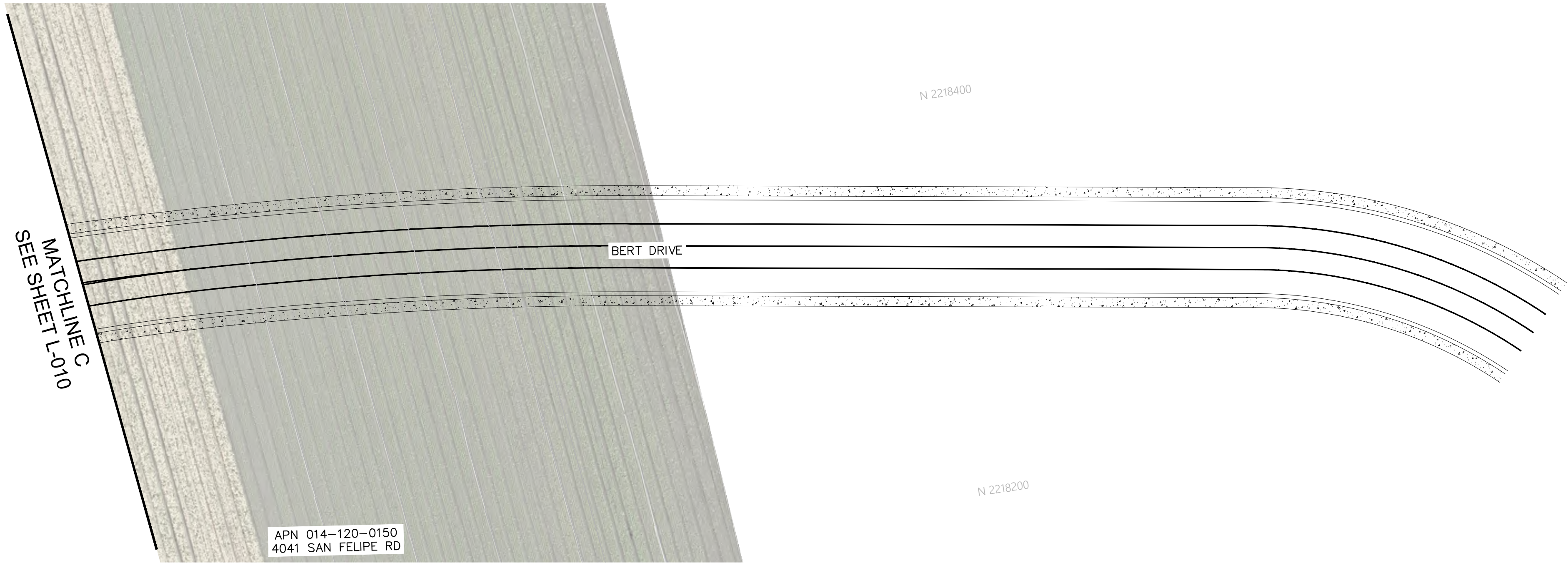
SAN FELIPE ROAD
PRECISE LINE AND
BEAUTIFICATION STUDY

HOLLISTER
CALIFORNIA

LAYOUT

SAN FELIPE
PRECISE LINE

DRAWING NUMBER
L-011
SHEET NUMBER
13 OF 18

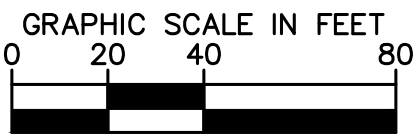


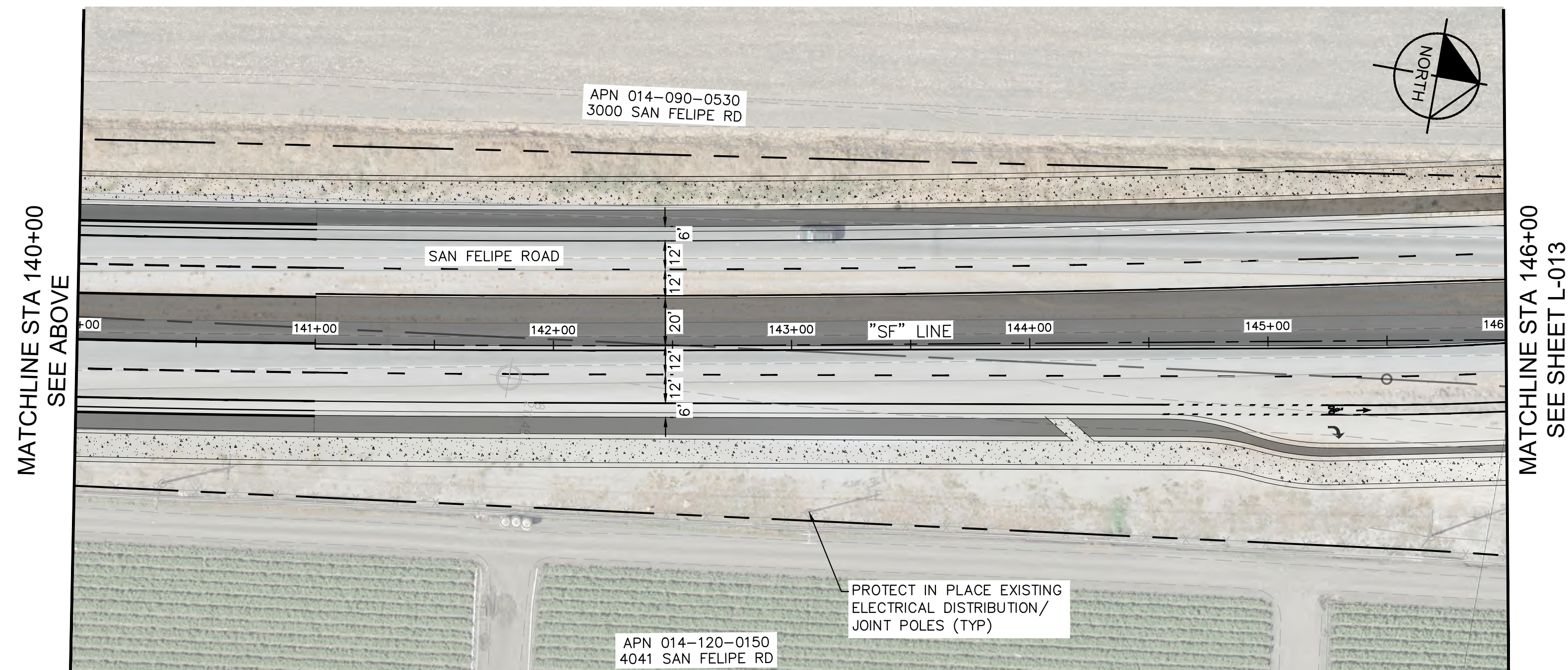
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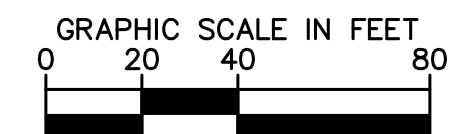
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	ROUNDABOUT (HARDSCAPE OR LANDSCAPE)
	LANDSCAPE



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					DATE							L-012
					SCALE AS SHOWN							
					DESIGNED BY							SHEET NUMBER
					DRAWN BY							
				CHECKED BY								14 OF 18
No. REVISIONS DATE BY												

APN 014-090-0530
3000 SAN FELIPE RD

RELOCATE EXISTING DRAINAGE SYSTEM (TYP)

APN 014-090-04900
SAN FELIPE RD

EXISTING R/W

SAN FELIPE ROAD

147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00 155+00 156+00

"SF" LINE

18

EXISTING JOINT ELECTRICAL DISTRIBUTION/JOIN POLE TO BE RELOCATED (TYP)

PACHECO PASS HWY

APN 014-120-0150
4041 SAN FELIPE RD

APN 014-120-0640
0 PACHECO PASS HWY

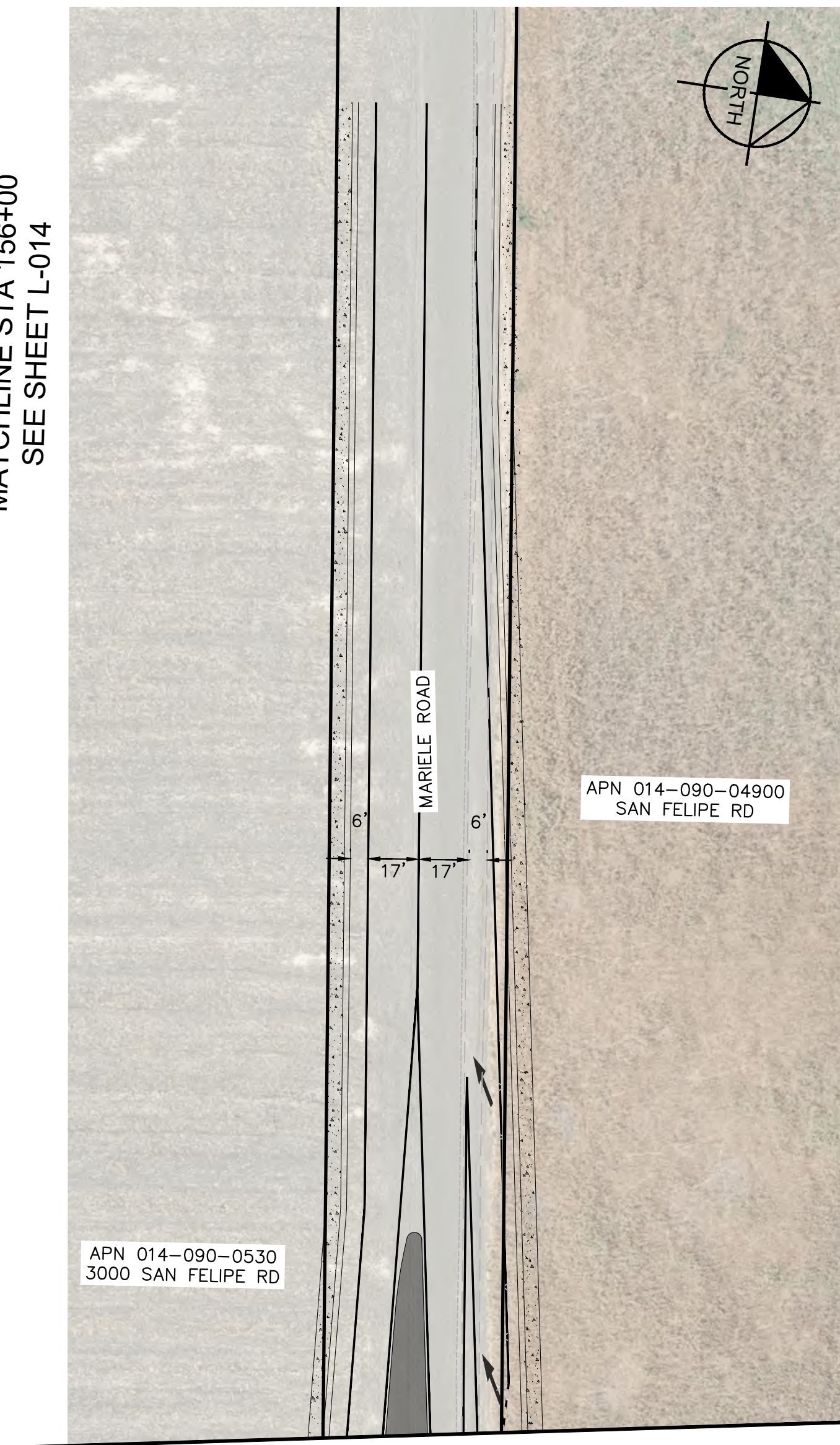
EXISTING R/W

NORTH

MATCH LINE STA 156+00

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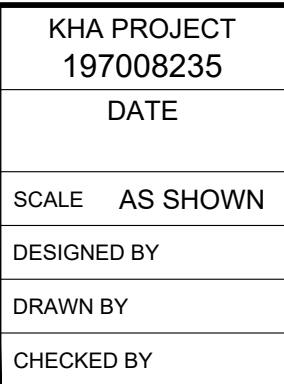


GRAPHIC SCALE IN FEET



A horizontal scale bar with tick marks at 0, 20, 40, and 80 feet. The bar is divided into four equal segments, each representing 20 feet. The segments are colored black, white, black, and white from left to right.

No.	REVISIONS	DATE	BY



SAN FELIPE ROAD PRECISE LINE AND BEAUTIFICATION STUDY

HOLLISTER CALIFORNIA

LAYOUT

SAN FELIPE
PRECISE LINE

DRAWING NUMBER
L-013
SHEET NUMBER
15 OF 18

Plotted By: Chan, Meagan Sheet Set: Google Maps Layout: L-014 June 03, 2022 10:08:32am Kimley-Horn.com\chan.ajd\Project\SJC TPT\City of Hollister\197008235 - San Felipe Plan Line\07 CAD\plan sheets\L-010.dwg
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SAN FELIPE ROAD
PRECISE LINE AND
BEAUTIFICATION STUDY

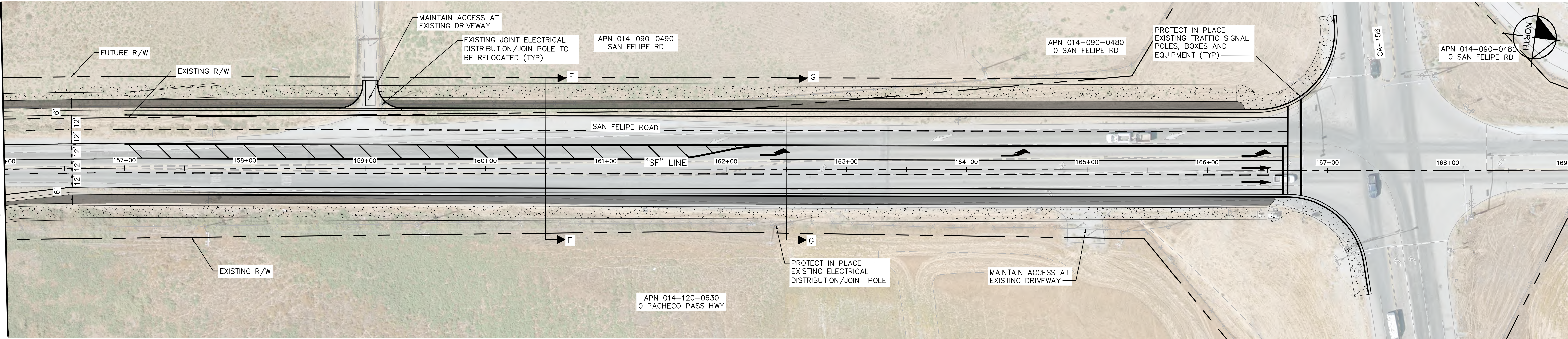
HOLLISTER
CALIFORNIA

LAYOUT

SAN FELIPE
PRECISE LINE

DRAWING NUMBER
L-014
SHEET NUMBER
16 OF 18

MATCHLINE STA 156+00
SEE SHEET L-013

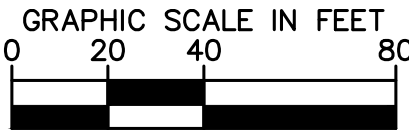


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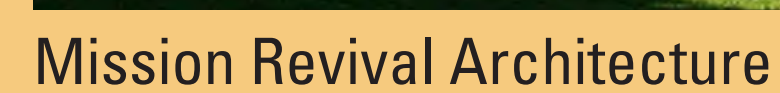
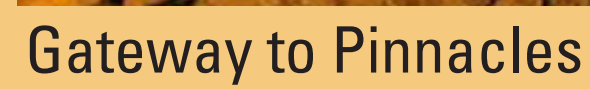
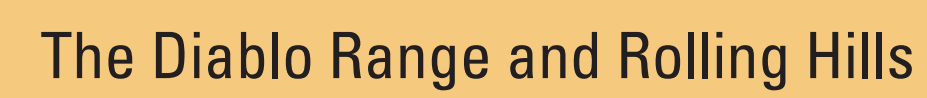
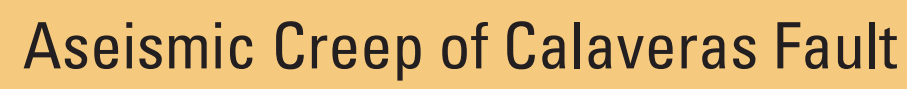
- RIGHT OF WAY SHOWN IS SUBJECT TO CHANGE AND IS SHOWN FOR REFERENCE ONLY.
- SEE SHEET X-01 FOR TYPICAL SECTIONS.
- LIMITED ACCESS DRIVEWAYS WILL BE APPROVED ON A CASE BY CASE BASIS. ACCESS RESTRICTIONS TO BE DETERMINED DURING DEVELOPMENT APPLICATION PROCESS.
- ALL EXISTING UTILITIES AND PRIVATE PROPERTY FEATURES IN CONFLICT WITH THE PROPOSED ROADWAY IMPROVEMENTS SHALL BE RELOCATED AS REQUIRED.

LEGEND

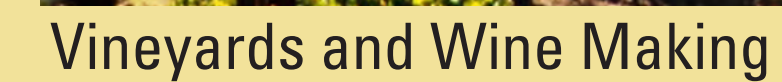
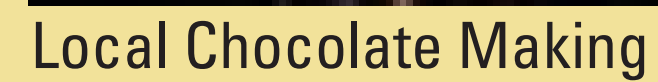
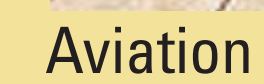
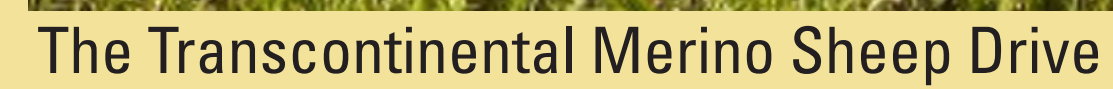
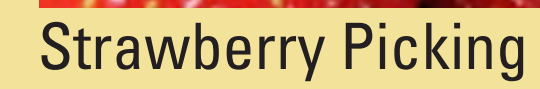
- CONCRETE SIDEWALK/CLASS I BIKEWAY
- MEDIAN (HARDSCOPE OR LANDSCAPE)
- ROUNDABOUT (HARDSCOPE OR LANDSCAPE)
- LANDSCAPE



Plotted By: Landreth, Will Sheet Set: Google Slides sldProject: USC IPTO City of Holliston 17082835 - san felipe plan lead / CAD/plan/sheets/X-001.dwg
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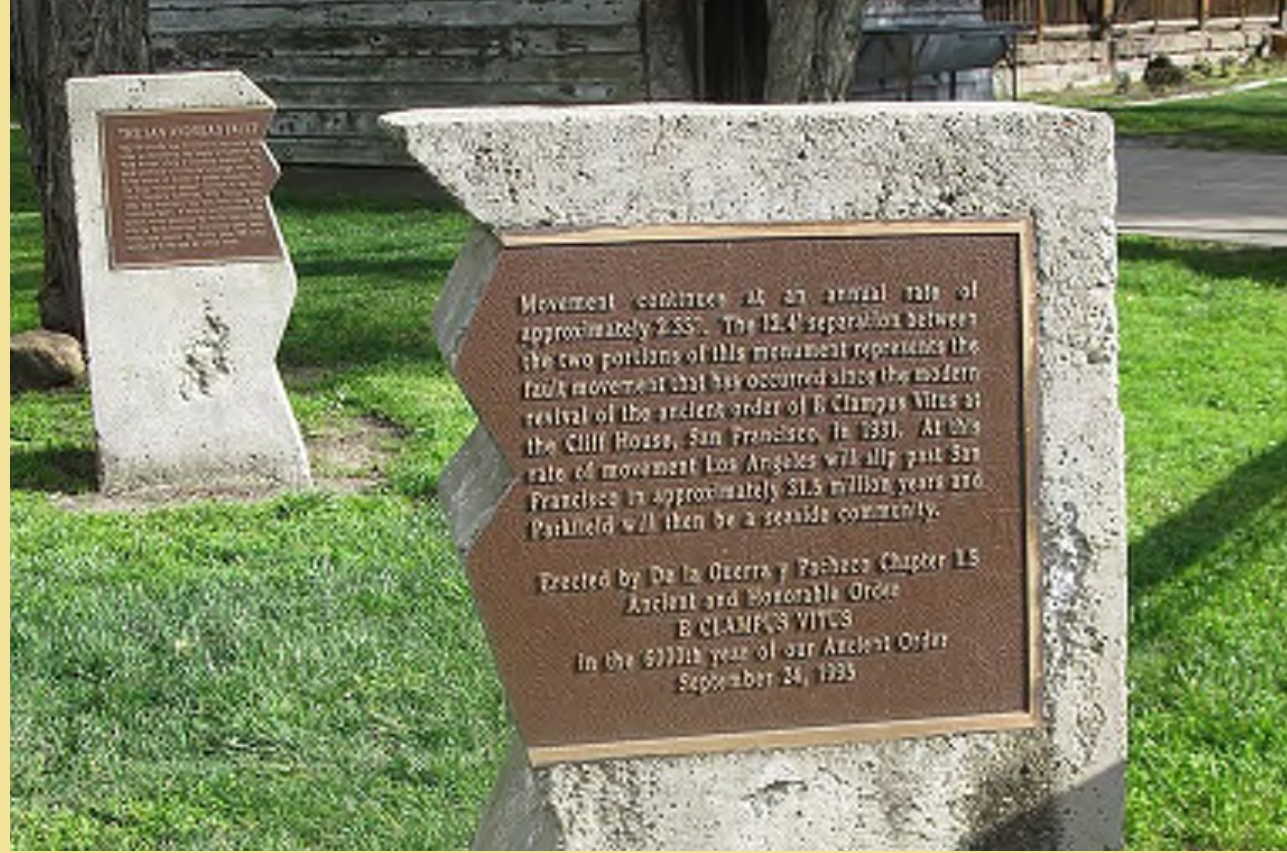


Rich Agriculture



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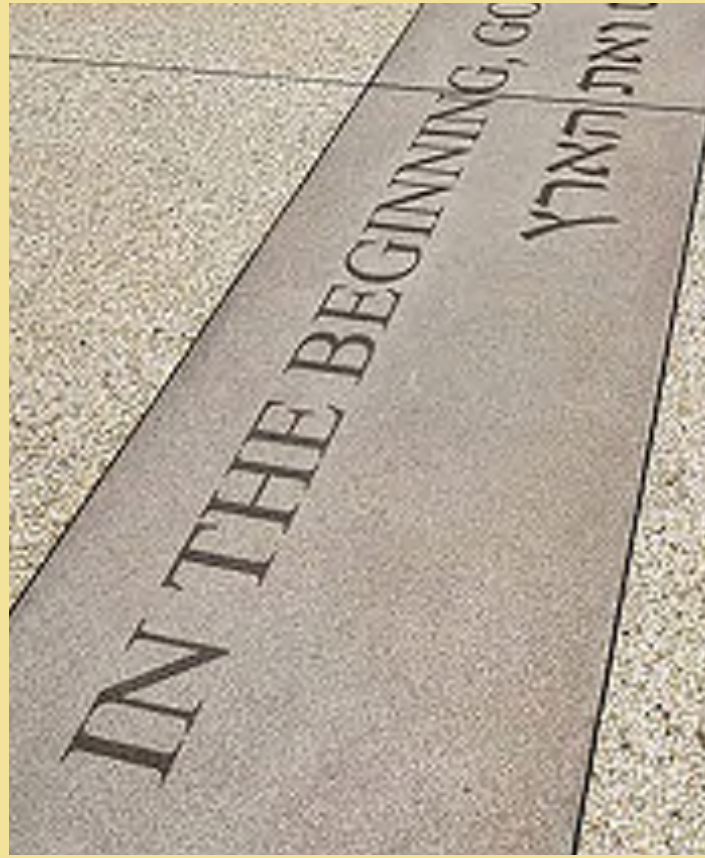


EDUCATION AND INTERPRETIVE

SITE AMENITIES



PUBLIC ART IN ROUND-ABOUTS



PAVING TREATMENTS



PEDESTRIAN LEVEL LIGHTING



WAYFINDING AND IDENTITY

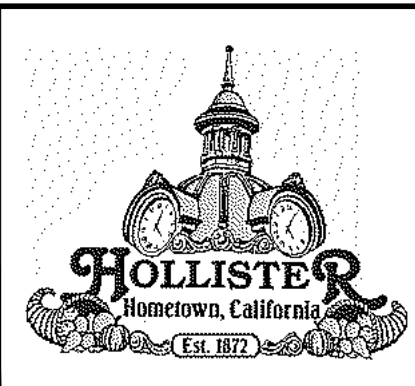


No.	REVISIONS	DATE	BY

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CHECKED BY



SAN FELIPE ROAD
PRECISE LINE AND
BEAUTIFICATION STUDY
HOLLISTER
CALIFORNIA

DESIGN IDEAS AND OPPORTUNITIES
SAN FELIPE
PRECISE LINE

DRAWING NUMBER
LS-002
SHEET NUMBER
18 OF 18



MEMORANDUM

From: Frederik Venter, P.E. | Kimley-Horn and Associates

To: Mark Falgout, P.E. | City of Hollister

Date: April 27, 2022

Re: Traffic Study for San Felipe Plan Line in Hollister, CA – Draft Memorandum

1. Introduction

Kimley-Horn and Associates, Inc. (Kimley-Horn) is working with the City of Hollister (City) to perform a transportation evaluation for the San Felipe Plan Line project (Project) in Hollister, CA. The purpose of the project is to determine the future volumes and traffic control for intersections along San Felipe Road between SR 156 and SR 25 under Buildout Conditions with the construction of new developments along San Felipe Road and to identify the necessary right of way needed to accommodate the proposed improvements.

The City's General Plan has identified future roadway improvements to accommodate traffic generated by future developments. However, several developments were not yet identified at the time and traffic generated by these developments are expected to utilize San Felipe Road as they are located to the east and west of San Felipe Road. This analysis determines the volumes and traffic control needed under Buildout Conditions with the construction of these additional developments. This memorandum discusses the methodology, analysis, and results of the evaluation.

2. Background

Project Description

Traffic generated by the developments shown in **Table 1** will be added to future traffic volumes to determine Buildout volumes. It should be noted that the land use and size of the developments have yet to be finalized and are subject to change following this analysis. In addition, site plans for some of the projects have not yet been developed and assumptions were made to determine the projects' access.

Table 1 – Project Development Descriptions

Development	Project Description
Hollister Research Park (Development Area 1 – south of SR 156)	• Gas Station with Convenience Store – 14 fueling positions and 11,200 square feet of convenience store and restaurant • Truck Stop – 20 fueling positions • Fast-Food Restaurant with Drive-Through – 7,500 square feet • High Turnover Sit-down Restaurant – 7,500 square feet • Hotel – 200 rooms • Industrial Warehouse – 78,000 square feet

Development	Project Description
Hollister Research Park (Development Area 2 – north of SR 156)	• Opening Testing and Training Pad Area – 23 acres • Private Commercial Garage Units – 189,000 square feet • Track Staging Areas – 7 acres • Test Track – 5 acres • Technical Trade School – 25,000 square feet • Light Manufacturing/Warehousing/Storage – 240,000 square feet • Research and Development Center – 40,000 square feet • Convention Center – 500 seats • Hotel – 100 rooms
156 Business Parkway	• Light Industrial/Warehouse – 800,000 square feet
Wynn	• Light Industrial/Warehouse – 1,003,840 square feet
Lico	• Light Industrial – 784,000 square feet

Study Intersections

This analysis evaluates the following intersections to determine the recommended intersection control with the addition of the new development projects:

- Intersection #1 – San Felipe Road / SR 156
- Intersection #2 – San Felipe Road / Minh Road (future intersection)
- Intersection #3 – San Felipe Road / Bert Drive (future intersection with the Bert Drive extension)
- Intersection #4 – San Felipe Road / Fallon Road
- Intersection #5 – San Felipe Road / Flynn Road (future east leg to be constructed)
- Intersection #6 – San Felipe Road / Wright Road-McCloskey Road
- Intersection #7 – San Felipe Road / SR 25
- Intersection #8 – San Felipe Road / Road X (future intersection)
- Intersection #9 – San Felipe Road / Road Y (future intersection)

3. Traffic Volumes

Cumulative Baseline Volumes

Cumulative baseline volumes were derived from the Association of Monterey Bay Area Governments (AMBAG) Travel Demand Forecast Model. The model was used to plot bi-directional AM and PM peak hour traffic volumes on each segment along the roadway within the study area. Baseline year 2015 volumes and future year 2040 roadway link volumes were compared to determine an annual incremental growth in traffic volumes at the study intersections. Cumulative turning movement volumes were calculated by adding the growth increment to the existing traffic counts to calculate the final adjusted roadway link forecast volume. Adjusted forecast volumes were then converted to Cumulative intersection turning movement volumes using a traffic modeling standard process commonly referred to as the Furness method. The Furness method uses an iterative process to derive future turning movement

volumes based on future year roadway link volumes and an initial estimate of turning percentages (obtained from the existing intersection turning movement counts).

Project Trip Generation

Trip generation for the proposed development projects were determined based on the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*¹ for land uses with available or similar land use information within the ITE data. For the research and development center, light manufacturing use, and the private commercial garage units within Development Area 2 of Hollister Research Park, custom trip generation rates were derived from the Strada Verde Innovation Park LTA which developed custom rates from a vehicle track testing site land use based on survey at two locations: the Transportation Research Center in East Liberty, Ohio and the Porsche Experience Center in Los Angeles, California.

Project Distribution and Trip Assignment

Project trip distribution for the developments were determined based on the AMBAG travel demand model and the general population sources to the development sites. The development projects were added to the travel demand model and a select zone analysis was completed for each of the traffic analysis zone (TAZ) in which the developments are located. The select zone analysis were then reviewed and a trip distribution was determined for passenger cars and trucks. Based on the assumed trip distribution, the new vehicle trips generated by the project were assigned to the street network. Development project trips were then added to the Cumulative baseline condition traffic volumes to obtain Buildout volumes. Peak hour turning movement volumes for the Buildout conditions are shown in **Attachment A**.

4. Traffic Operations for Buildout Conditions

Kimley-Horn reviewed the traffic operations at the study intersections along San Felipe Road under Buildout Conditions to determine the recommended lane geometry and intersection control. The following describes the methodology, analysis, and results of the evaluation.

Methodology

Signalized Intersections

Intersection level of service (LOS) for signalized intersections were analyzed using methods defined in the Highway Capacity Manual, 6th Edition (HCM) and Synchro analysis software. The HCM procedures define LOS as a function of average control delay for signalized intersections. Therefore, the average intersection control delay is reported for signalized intersections.

Roundabouts

Roundabouts were analyzed within the SIDRA analysis software using methods defined in the HCM 6th or the SIDRA Standard capacity models. The volume to capacity (V/C) ratio is reported for roundabouts.

¹ *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, 2021.

The City is currently modifying its intersection LOS threshold for certain areas within Hollister as part of the Hollister General Plan Update. All intersections located within the Industrial Area will have a LOS threshold of LOS D. Since all study intersections are located within the Industrial Area, LOS D is the intersection LOS threshold.

Analysis and Results

The intersection LOS for signalized intersections and V/C ratio for roundabouts are summarized in **Table 2** for Buildout Conditions. Synchro and Sidra outputs are included in **Attachment B** and **Attachment C**, respectively. The intersections along San Felipe Road at SR 156 and SR 25 are expected to operate at over capacity with extensive queues for a roundabout control and therefore is proposed to remain as signalized intersections. Roundabouts are proposed at the intersections of Minh Road, Bert Drive, Flynn Road, Road X, and Road Y. Since roundabout and signal controls are being considered at the intersections of Fallon Road and Wright Road/McCloskey Road, both controls were evaluated and are reported for the two intersections.

Table 2 – Buildout Conditions LOS Summary

#	Intersection	LOS Criteria	Control ¹	Buildout Conditions	
				Intersection LOS & Delay	
				Roundabout V/C	
				AM Peak Hour	PM Peak Hour
1	San Felipe Road/SR 156	D	Signal	E (67.0 secs)	E (62.1 secs)
2	San Felipe Road/Minh Road	D	RAB	0.864	0.799
3	San Felipe Road/Bert Drive	D	RAB	0.719	0.466
4	San Felipe Road/Fallon Road	D	Signal	C (25.0 secs)	B (17.5 secs)
			RAB	0.664	0.544
5	San Felipe Road/Flynn Road	D	RAB	0.671	0.668
6	San Felipe Road/Wright Road-McCloskey Road	D	Signal	C (24.1 secs)	C (33.9 secs)
			RAB	0.722	0.782
7	San Felipe Road/SR 25	D	Signal	E (69.7 secs)	E (71.6 secs)
8	San Felipe Road/Road X	D	RAB	0.650	0.470
9	San Felipe Road/Road Y	D	RAB	0.615	0.557

Note: Intersections that are operating below acceptable levels are shown in **BOLD**.

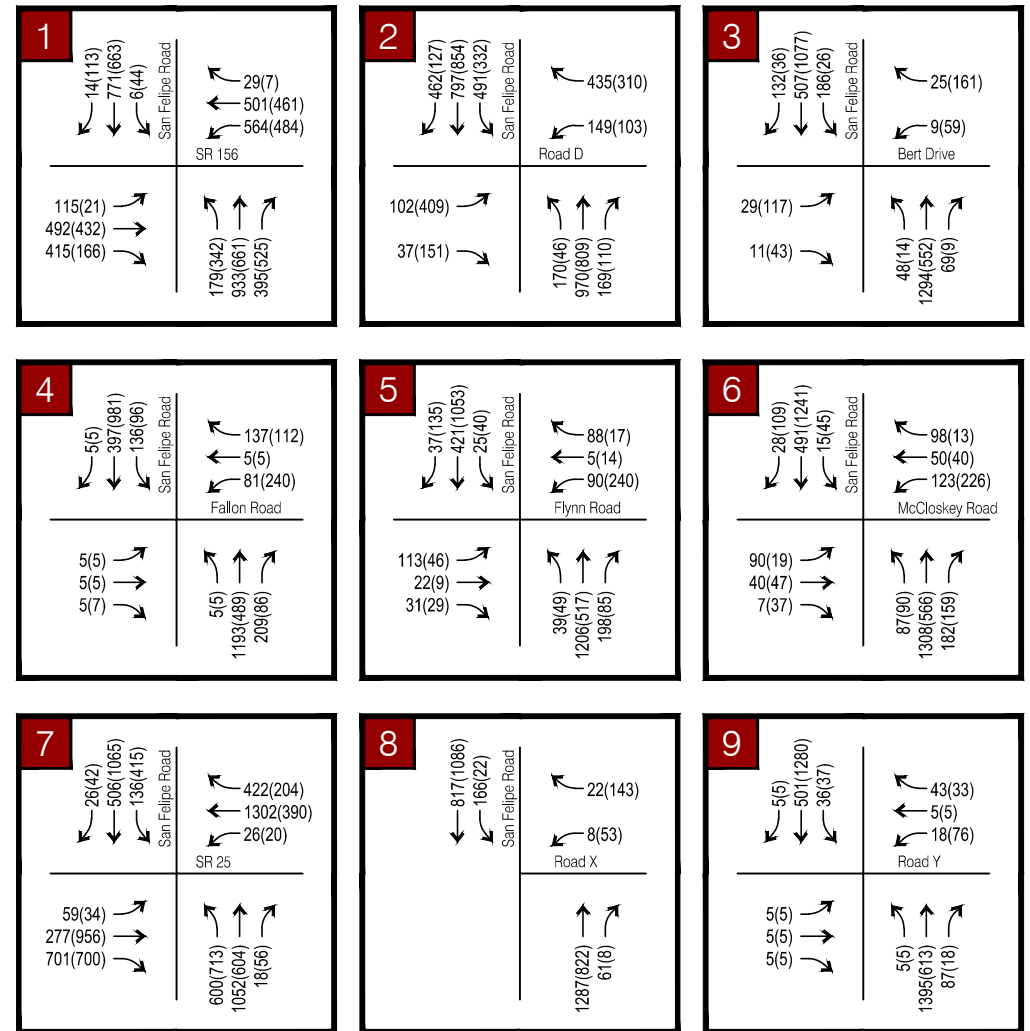
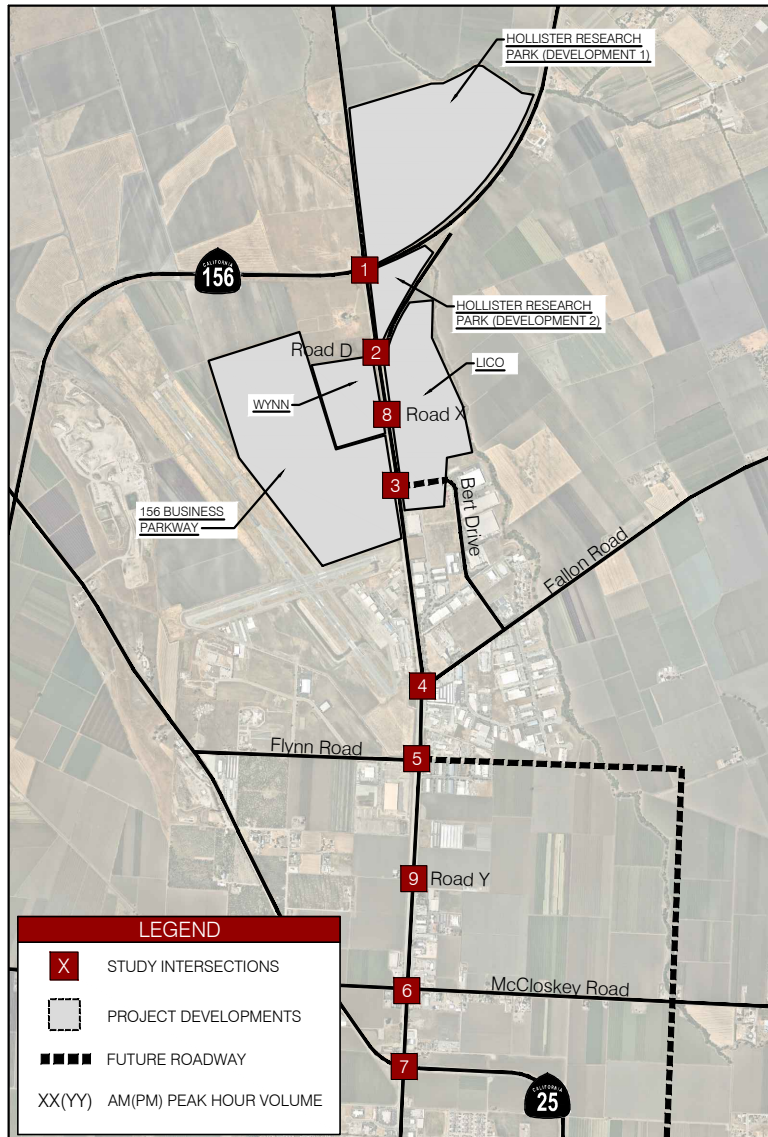
¹ RAB = Roundabout

Attachments

Attachment A – Buildout Conditions Intersection Turning Movement Volumes

Attachment B – Buildout Conditions Synchro Outputs

Attachment C – Buildout Conditions SIDRA Outputs



HCM 6th Signalized Intersection Summary

1: San Felipe Rd & SR 156

Buildout Conditions

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	492	415	564	501	29	179	933	395	6	771	14
Future Volume (veh/h)	115	492	415	564	501	29	179	933	395	6	771	14
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	1455	1455	1455	1500	1500	1500	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	120	512	432	588	522	30	186	972	411	6	803	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	30	30	30	27	27	27	6	6	6	5	5	5
Cap, veh/h	137	483	859	577	620	36	214	1022	775	21	849	531
Arrive On Green	0.10	0.33	0.33	0.21	0.44	0.44	0.06	0.30	0.30	0.01	0.24	0.24
Sat Flow, veh/h	1386	1455	2171	2771	1405	81	3346	3441	1535	1739	3469	1547
Grp Volume(v), veh/h	120	512	432	588	0	552	186	972	411	6	803	15
Grp Sat Flow(s),veh/h/ln	1386	1455	1085	1386	0	1485	1673	1721	1535	1739	1735	1547
Q Serve(g_s), s	11.9	46.1	20.8	28.9	0.0	45.9	7.7	38.4	25.1	0.5	31.6	0.9
Cycle Q Clear(g_c), s	11.9	46.1	20.8	28.9	0.0	45.9	7.7	38.4	25.1	0.5	31.6	0.9
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	483	859	577	0	655	214	1022	775	21	849	531
V/C Ratio(X)	0.88	1.06	0.50	1.02	0.00	0.84	0.87	0.95	0.53	0.29	0.95	0.03
Avail Cap(c_a), veh/h	137	483	859	577	0	655	214	1022	775	100	877	544
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	46.4	31.6	55.0	0.0	34.5	64.4	47.8	23.2	68.0	51.5	30.2
Incr Delay (d2), s/veh	41.7	57.8	0.2	42.6	0.0	9.2	28.2	17.4	0.4	2.8	17.9	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	5.6	23.5	5.3	13.1	0.0	17.1	4.0	18.4	8.8	0.2	15.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.5	104.2	31.8	97.6	0.0	43.7	92.7	65.2	23.6	70.9	69.5	30.2
LnGrp LOS	F	F	C	F	A	D	F	E	C	E	E	C
Approach Vol, veh/h	1064				1140				1569			
Approach Delay, s/veh	74.7				71.5				57.6			
Approach LOS	E				E				E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	52.9	13.0	40.0	17.8	68.1	5.8	47.3				
Change Period (Y+Rc), s	4.1	6.8	4.1	6.0	4.1	6.8	4.1	6.0				
Max Green Setting (Gmax), s	28.9	46.1	8.9	35.1	13.7	61.3	8.0	36.0				
Max Q Clear Time (g_c+I1), s	30.9	48.1	9.7	33.6	13.9	47.9	2.5	40.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	67.0											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

4: San Felipe Rd & Fallon Rd

Buildout Conditions

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	81	5	137	5	1193	209	136	397	5
Future Volume (veh/h)	5	5	5	81	5	137	5	1193	209	136	397	5
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	1870	1870	1870	1870	1870	1870	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	5	5	5	88	5	149	5	1297	227	148	432	5
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, %	2	2	2	2	2	2	6	6	6	5	5	5
Cap, veh/h	8	8	8	298	9	258	34	1564	271	156	2119	25
Arrive On Green	0.01	0.01	0.01	0.17	0.17	0.17	0.02	0.53	0.53	0.09	0.60	0.60
Sat Flow, veh/h	579	579	579	1781	52	1541	1725	2932	508	1739	3513	41
Grp Volume(v), veh/h	15	0	0	88	0	154	5	756	768	148	213	224
Grp Sat Flow(s),veh/h/ln	1737	0	0	1781	0	1593	1725	1721	1720	1739	1735	1819
Q Serve(g_s), s	0.8	0.0	0.0	3.9	0.0	8.0	0.3	32.7	33.7	7.6	5.0	5.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	3.9	0.0	8.0	0.3	32.7	33.7	7.6	5.0	5.0
Prop In Lane	0.33		0.33	1.00		0.97	1.00		0.30	1.00		0.02
Lane Grp Cap(c), veh/h	24	0	0	298	0	267	34	918	917	156	1047	1097
V/C Ratio(X)	0.62	0.00	0.00	0.30	0.00	0.58	0.15	0.82	0.84	0.95	0.20	0.20
Avail Cap(c_a), veh/h	738	0	0	369	0	330	318	1309	1308	156	1155	1210
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	0.0	0.0	32.6	0.0	34.3	43.1	17.4	17.6	40.5	8.0	8.0
Incr Delay (d2), s/veh	23.2	0.0	0.0	0.5	0.0	2.0	2.0	3.0	3.4	57.5	0.1	0.1
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	0.5	0.0	0.0	1.7	0.0	3.2	0.1	11.0	11.4	5.5	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	0.0	0.0	33.1	0.0	36.3	45.1	20.3	21.0	98.0	8.1	8.1
LnGrp LOS	E	A	A	C	A	D	D	C	C	F	A	A
Approach Vol, veh/h	15			242			1529			585		
Approach Delay, s/veh	67.0			35.1			20.7			30.8		
Approach LOS	E			D			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	53.2		5.2	5.8	59.4		19.0				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	8.0	68.0		38.0	16.5	59.5		18.5				
Max Q Clear Time (g_c+I1), s	9.6	35.7		2.8	2.3	7.0		10.0				
Green Ext Time (p_c), s	0.0	12.0		0.0	0.0	2.3		0.7				

Intersection Summary

HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

6: San Felipe Rd & Wright Rd/McCloskey Rd

Buildout Conditions

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	40	7	123	50	98	87	1308	182	15	491	28
Future Volume (veh/h)	90	40	7	123	50	98	87	1308	182	15	491	28
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		0.98	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	1841	1841	1841	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	110	49	9	150	61	120	106	1595	222	18	599	34
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	6	6	6
Cap, veh/h	147	237	44	190	101	199	135	1894	995	27	1641	732
Arrive On Green	0.08	0.16	0.16	0.11	0.18	0.18	0.08	0.54	0.54	0.02	0.48	0.48
Sat Flow, veh/h	1753	1513	278	1781	563	1108	1767	3526	1540	1725	3441	1535
Grp Volume(v), veh/h	110	0	58	150	0	181	106	1595	222	18	599	34
Grp Sat Flow(s),veh/h/ln	1753	0	1791	1781	0	1671	1767	1763	1540	1725	1721	1535
Q Serve(g_s), s	5.9	0.0	2.7	7.8	0.0	9.5	5.6	36.5	5.7	1.0	10.5	1.1
Cycle Q Clear(g_c), s	5.9	0.0	2.7	7.8	0.0	9.5	5.6	36.5	5.7	1.0	10.5	1.1
Prop In Lane	1.00		0.16	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	0	281	190	0	300	135	1894	995	27	1641	732
V/C Ratio(X)	0.75	0.00	0.21	0.79	0.00	0.60	0.79	0.84	0.22	0.66	0.37	0.05
Avail Cap(c_a), veh/h	339	0	347	587	0	551	290	2287	1167	99	1865	832
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	35.1	41.6	0.0	36.1	43.4	18.7	7.1	46.8	15.8	13.4
Incr Delay (d2), s/veh	7.3	0.0	0.4	7.1	0.0	1.9	9.6	2.6	0.1	23.5	0.1	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	2.8	0.0	1.2	3.7	0.0	3.9	2.7	12.7	1.6	0.6	3.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	0.0	35.5	48.7	0.0	38.0	53.0	21.3	7.2	70.3	16.0	13.4
LnGrp LOS	D	A	D	D	A	D	D	C	A	E	B	B
Approach Vol, veh/h	168			331			1923			651		
Approach Delay, s/veh	45.1			42.9			21.4			17.3		
Approach LOS	D			D			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	56.8	14.2	19.0	11.3	51.1	12.0	21.2				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.0	4.0	5.5	4.0	4.0				
Max Green Setting (Gmax), s	5.5	62.0	31.5	18.5	15.7	51.8	18.5	31.5				
Max Q Clear Time (g_c+I1), s	3.0	38.5	9.8	4.7	7.6	12.5	7.9	11.5				
Green Ext Time (p_c), s	0.0	12.8	0.4	0.1	0.1	3.9	0.2	0.9				
Intersection Summary												
HCM 6th Ctrl Delay	24.1											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

7: San Felipe Rd & SR 25 / Bolsa Rd/SR 25

Buildout Conditions

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	277	701	26	1302	422	600	1052	18	136	506	26
Future Volume (veh/h)	59	277	701	26	1302	422	600	1052	18	136	506	26
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		1.00	1.00		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	1811	1811	1811	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	67	315	797	30	1480	480	682	1195	20	155	575	30
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, %	6	6	6	2	2	2	3	3	3	5	5	5
Cap, veh/h	100	1349	1525	150	1342	1053	620	1220	542	232	807	42
Arrive On Green	0.06	0.39	0.39	0.04	0.38	0.38	0.18	0.35	0.35	0.07	0.24	0.24
Sat Flow, veh/h	1725	3441	2645	3456	3554	2790	3428	3526	1566	3374	3353	175
Grp Volume(v), veh/h	67	315	797	30	1480	480	682	1195	20	155	297	308
Grp Sat Flow(s),veh/h/ln	1725	1721	1322	1728	1777	1395	1714	1763	1566	1687	1735	1793
Q Serve(g_s), s	5.5	8.9	26.8	1.2	54.9	14.4	26.3	48.8	1.0	6.5	22.8	22.9
Cycle Q Clear(g_c), s	5.5	8.9	26.8	1.2	54.9	14.4	26.3	48.8	1.0	6.5	22.8	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	100	1349	1525	150	1342	1053	620	1220	542	232	417	431
V/C Ratio(X)	0.67	0.23	0.52	0.20	1.10	0.46	1.10	0.98	0.04	0.67	0.71	0.71
Avail Cap(c_a), veh/h	107	1349	1525	214	1342	1053	620	1220	542	232	417	431
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	29.6	19.0	67.1	45.2	19.8	59.5	47.0	21.4	66.1	50.6	50.6
Incr Delay (d2), s/veh	10.9	0.0	0.2	0.2	57.8	0.1	66.4	20.9	0.0	5.9	4.8	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	2.7	3.6	8.0	0.5	33.5	4.6	17.0	24.4	0.5	3.0	10.4	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	29.6	19.1	67.3	103.0	19.9	126.0	67.9	21.4	72.0	55.4	55.4
LnGrp LOS	E	C	B	E	F	B	F	E	C	E	E	E
Approach Vol, veh/h	1179			1990			1897			760		
Approach Delay, s/veh	25.3			82.5			88.3			58.8		
Approach LOS	C			F			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	62.7	31.0	40.7	13.1	60.6	15.7	56.0				
Change Period (Y+Rc), s	* 4.7	5.7	* 4.7	5.7	* 4.7	5.7	5.7	* 5.7				
Max Green Setting (Gmax), s	* 9	54.9	* 26	34.0	* 9	54.9	10.0	* 50				
Max Q Clear Time (g_c+I1), s	3.2	28.8	28.3	24.9	7.5	56.9	8.5	50.8				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.6	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 69.7

HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: San Felipe Rd & SR 156

Buildout Conditions

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	432	166	484	461	7	342	661	525	44	663	113
Future Volume (veh/h)	21	432	166	484	461	7	342	661	525	44	663	113
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	1544	1544	1544	1500	1500	1500	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	23	480	184	538	512	8	380	734	583	49	737	126
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	24	24	24	27	27	27	6	6	6	2	2	2
Cap, veh/h	56	477	1005	517	674	11	426	1046	753	87	802	418
Arrive On Green	0.04	0.31	0.31	0.19	0.46	0.46	0.13	0.30	0.30	0.05	0.23	0.23
Sat Flow, veh/h	1471	1544	2303	2771	1473	23	3346	3441	1535	1781	3554	1585
Grp Volume(v), veh/h	23	480	184	538	0	520	380	734	583	49	737	126
Grp Sat Flow(s),veh/h/ln	1471	1544	1152	1386	0	1496	1673	1721	1535	1781	1777	1585
Q Serve(g_s), s	2.1	42.9	6.8	25.9	0.0	40.1	15.5	26.2	42.2	3.7	28.1	8.8
Cycle Q Clear(g_c), s	2.1	42.9	6.8	25.9	0.0	40.1	15.5	26.2	42.2	3.7	28.1	8.8
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	477	1005	517	0	684	426	1046	753	87	802	418
V/C Ratio(X)	0.41	1.01	0.18	1.04	0.00	0.76	0.89	0.70	0.77	0.56	0.92	0.30
Avail Cap(c_a), veh/h	96	477	1005	517	0	684	463	1046	753	103	802	418
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	47.9	24.0	56.4	0.0	31.3	59.6	42.7	29.0	64.5	52.5	40.9
Incr Delay (d2), s/veh	1.8	42.6	0.0	50.5	0.0	4.5	17.3	3.9	7.6	2.1	17.3	1.8
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	0.8	21.3	1.8	12.3	0.0	14.3	7.5	11.4	16.7	1.7	14.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	90.5	24.0	106.9	0.0	35.8	76.9	46.7	36.7	66.7	69.8	42.7
LnGrp LOS	E	F	C	F	A	D	E	D	D	E	E	D
Approach Vol, veh/h	687			1058			1697			912		
Approach Delay, s/veh	71.9			71.9			50.0			65.9		
Approach LOS	E			E			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	49.7	21.8	37.3	9.4	70.3	10.9	48.2				
Change Period (Y+Rc), s	4.1	6.8	4.1	6.0	4.1	6.8	4.1	6.0				
Max Green Setting (Gmax), s	25.9	42.9	19.2	31.0	9.1	59.7	8.0	42.2				
Max Q Clear Time (g_c+I1), s	27.9	44.9	17.5	30.1	4.1	42.1	5.7	44.2				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.2	0.0	0.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	62.1											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

4: San Felipe Rd & Fallon Rd

Buildout Conditions

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	7	240	5	112	5	489	86	96	981	5
Future Volume (veh/h)	5	5	7	240	5	112	5	489	86	96	981	5
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	1870	1870	1870	1870	1870	1870	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	5	5	8	194	99	122	5	532	93	104	1066	5
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, %	2	2	2	2	2	2	6	6	6	2	2	2
Cap, veh/h	8	8	13	470	201	248	9	977	170	138	1470	7
Arrive On Green	0.02	0.02	0.02	0.26	0.26	0.26	0.01	0.33	0.33	0.08	0.41	0.41
Sat Flow, veh/h	475	475	760	1781	762	939	1725	2930	510	1781	3627	17
Grp Volume(v), veh/h	18	0	0	194	0	221	5	312	313	104	522	549
Grp Sat Flow(s),veh/h/ln	1710	0	0	1781	0	1701	1725	1721	1719	1781	1777	1867
Q Serve(g_s), s	0.6	0.0	0.0	5.1	0.0	6.2	0.2	8.4	8.4	3.2	14.1	14.1
Cycle Q Clear(g_c), s	0.6	0.0	0.0	5.1	0.0	6.2	0.2	8.4	8.4	3.2	14.1	14.1
Prop In Lane	0.28		0.44	1.00		0.55	1.00		0.30	1.00		0.01
Lane Grp Cap(c), veh/h	30	0	0	470	0	449	9	574	573	138	720	757
V/C Ratio(X)	0.60	0.00	0.00	0.41	0.00	0.49	0.54	0.54	0.55	0.75	0.72	0.72
Avail Cap(c_a), veh/h	1204	0	0	784	0	749	243	1336	1335	734	1862	1956
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	0.0	17.3	0.0	17.7	28.2	15.4	15.4	25.7	14.2	14.2
Incr Delay (d2), s/veh	18.1	0.0	0.0	0.6	0.0	0.8	41.6	0.8	0.8	8.1	1.4	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/ln	0.4	0.0	0.0	2.0	0.0	2.3	0.2	2.6	2.6	1.5	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	0.0	0.0	17.9	0.0	18.5	69.8	16.2	16.2	33.8	15.6	15.6
LnGrp LOS	D	A	A	B	A	B	E	B	B	C	B	B
Approach Vol, veh/h	18				415				630			
Approach Delay, s/veh	45.8				18.2				16.7			
Approach LOS	D				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	24.4		5.0	4.3	28.5		19.0				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	23.4	44.1		40.0	8.0	59.5		25.0				
Max Q Clear Time (g_c+I1), s	5.2	10.4		2.6	2.2	16.1		8.2				
Green Ext Time (p_c), s	0.2	3.4		0.1	0.0	7.0		1.7				

Intersection Summary

HCM 6th Ctrl Delay 17.5

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

6: San Felipe Rd & Wright Rd/McCloskey Rd

Buildout Conditions

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	47	37	226	40	13	90	566	159	45	1241	109
Future Volume (veh/h)	19	47	37	226	40	13	90	566	159	45	1241	109
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		0.98	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	1796	1796	1796	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	23	58	46	279	49	16	111	699	196	56	1532	135
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	7	7	7	1	1	1	2	2	2	1	1	1
Cap, veh/h	59	119	95	313	365	119	132	1800	1061	73	1694	811
Arrive On Green	0.03	0.13	0.13	0.17	0.27	0.27	0.07	0.51	0.51	0.04	0.47	0.47
Sat Flow, veh/h	1711	928	736	1795	1361	444	1781	3554	1550	1795	3582	1598
Grp Volume(v), veh/h	23	0	104	279	0	65	111	699	196	56	1532	135
Grp Sat Flow(s),veh/h/ln	1711	0	1664	1795	0	1805	1781	1777	1550	1795	1791	1598
Q Serve(g_s), s	1.5	0.0	6.8	17.7	0.0	3.2	7.2	14.1	5.4	3.6	45.9	5.3
Cycle Q Clear(g_c), s	1.5	0.0	6.8	17.7	0.0	3.2	7.2	14.1	5.4	3.6	45.9	5.3
Prop In Lane	1.00		0.44	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	0	214	313	0	485	132	1800	1061	73	1694	811
V/C Ratio(X)	0.39	0.00	0.49	0.89	0.00	0.13	0.84	0.39	0.18	0.77	0.90	0.17
Avail Cap(c_a), veh/h	272	0	264	486	0	488	132	1800	1061	160	1811	863
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	47.2	47.0	0.0	32.3	53.3	17.7	6.8	55.4	28.3	15.4
Incr Delay (d2), s/veh	4.2	0.0	1.7	12.5	0.0	0.1	36.7	0.1	0.1	15.7	6.6	0.1
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	0.7	0.0	2.9	8.8	0.0	1.4	4.4	5.2	1.6	1.9	19.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	0.0	48.9	59.5	0.0	32.4	90.0	17.8	6.9	71.0	34.9	15.5
LnGrp LOS	E	A	D	E	A	C	F	B	A	E	C	B
Approach Vol, veh/h	127			344			1006			1723		
Approach Delay, s/veh	50.8			54.4			23.6			34.5		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	64.5	24.3	19.0	12.6	60.6	8.0	35.3				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.0	4.0	5.5	4.0	4.0				
Max Green Setting (Gmax), s	10.4	57.1	31.5	18.5	8.6	58.9	18.5	31.5				
Max Q Clear Time (g_c+I1), s	5.6	16.1	19.7	8.8	9.2	47.9	3.5	5.2				
Green Ext Time (p_c), s	0.0	5.3	0.6	0.3	0.0	7.2	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay	33.9											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

7: San Felipe Rd & SR 25 / Bolsa Rd/SR 25

Buildout Conditions

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	956	700	20	390	204	713	604	56	415	1065	42
Future Volume (veh/h)	34	956	700	20	390	204	713	604	56	415	1065	42
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		0.99	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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	38	1062	778	22	433	227	792	671	62	461	1183	47
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	1	1	1
Cap, veh/h	89	1030	1373	126	970	760	717	748	332	1083	1126	45
Arrive On Green	0.05	0.29	0.29	0.04	0.27	0.27	0.21	0.21	0.21	0.31	0.32	0.32
Sat Flow, veh/h	1795	3582	2747	3428	3526	2763	3456	3554	1576	3483	3511	139
Grp Volume(v), veh/h	38	1062	778	22	433	227	792	671	62	461	603	627
Grp Sat Flow(s),veh/h/ln	1795	1791	1374	1714	1763	1381	1728	1777	1576	1742	1791	1859
Q Serve(g_s), s	2.9	40.6	28.2	0.9	14.3	4.2	29.3	26.0	3.9	14.8	45.3	45.3
Cycle Q Clear(g_c), s	2.9	40.6	28.2	0.9	14.3	4.2	29.3	26.0	3.9	14.8	45.3	45.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	89	1030	1373	126	970	760	717	748	332	1083	575	597
V/C Ratio(X)	0.43	1.03	0.57	0.17	0.45	0.30	1.10	0.90	0.19	0.43	1.05	1.05
Avail Cap(c_a), veh/h	114	1030	1373	219	1014	794	717	1158	513	1083	575	597
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	50.3	25.1	65.9	42.3	8.6	56.0	54.3	33.9	38.6	48.0	48.0
Incr Delay (d2), s/veh	1.2	36.3	0.3	0.2	0.1	0.1	65.9	4.4	0.1	0.1	51.3	50.9
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	1.3	22.5	9.0	0.4	6.0	3.0	19.1	11.9	1.8	6.3	27.9	28.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	86.6	25.5	66.2	42.4	8.6	121.9	58.6	34.0	38.7	99.2	98.8
LnGrp LOS	E	F	C	E	D	A	F	E	C	D	F	F
Approach Vol, veh/h	1878			682			1525			1691		
Approach Delay, s/veh	60.9			31.9			90.5			82.6		
Approach LOS	E			C			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	46.3	34.0	51.0	11.7	44.5	49.6	35.4				
Change Period (Y+Rc), s	* 4.7	5.7	* 4.7	5.7	* 4.7	5.7	5.7	* 5.7				
Max Green Setting (Gmax), s	* 9	40.6	* 29	45.3	* 9	40.6	28.6	* 46				
Max Q Clear Time (g_c+I1), s	2.9	42.6	31.3	47.3	4.9	16.3	16.8	28.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.6	0.5	1.0				

Intersection Summary

HCM 6th Ctrl Delay 71.6

HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

LANE SUMMARY

 **Site: 1 [Buildout_AM_ San Felipe Rd & Minh Rd_Alt02f_AM
(Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Road D
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB - San Felipe Rd													
Lane 1	589	6.0	682	0.864	100	33.7	LOS D	13.1	343.2	Full	1600	0.0	0.0
Lane 2 ^d	650	6.0	752	0.864	100	31.4	LOS D	13.8	361.1	Full	1600	0.0	0.0
Lane 3	184	6.0	828	0.222	100	6.7	LOS A	0.8	21.6	Short	200	0.0	NA
Approach	1423	6.0		0.864		29.2	LOS D	13.8	361.1				
East: WB - Minh Rd													
Lane 1 ^d	167	2.0	414	0.404	100	16.5	LOS C	1.6	41.3	Full	500	0.0	0.0
Lane 2	473	2.0	1642	0.288	100	7.0	LOS A	0.0	0.0	Short	200	0.0	NA
Approach	640	2.0		0.404		9.5	LOS A	1.6	41.3				
North: SB - San Felipe Rd													
Lane 1	700	5.0	969	0.723	100	16.4	LOS C	10.7	279.0	Full	1600	0.0	0.0
Lane 2 ^d	700	5.0	969	0.723	100	16.4	LOS C	10.7	279.0	Full	1600	0.0	0.0
Lane 3	502	5.0	1126	0.446	100	8.0	LOS A	2.5	64.4	Short	200	0.0	NA
Approach	1902	5.0		0.723		14.1	LOS B	10.7	279.0				
West: EB - Minh Rd													
Lane 1	72	2.0	294	0.244	100	17.4	LOS C	0.8	20.2	Short	200	0.0	NA
Lane 2 ^d	85	2.0	347	0.244	100	14.9	LOS B	0.8	20.3	Full	500	0.0	0.0
Approach	157	2.0		0.244		16.1	LOS C	0.8	20.3				
Intersection	4122	4.8		0.864		18.7	LOS C	13.8	361.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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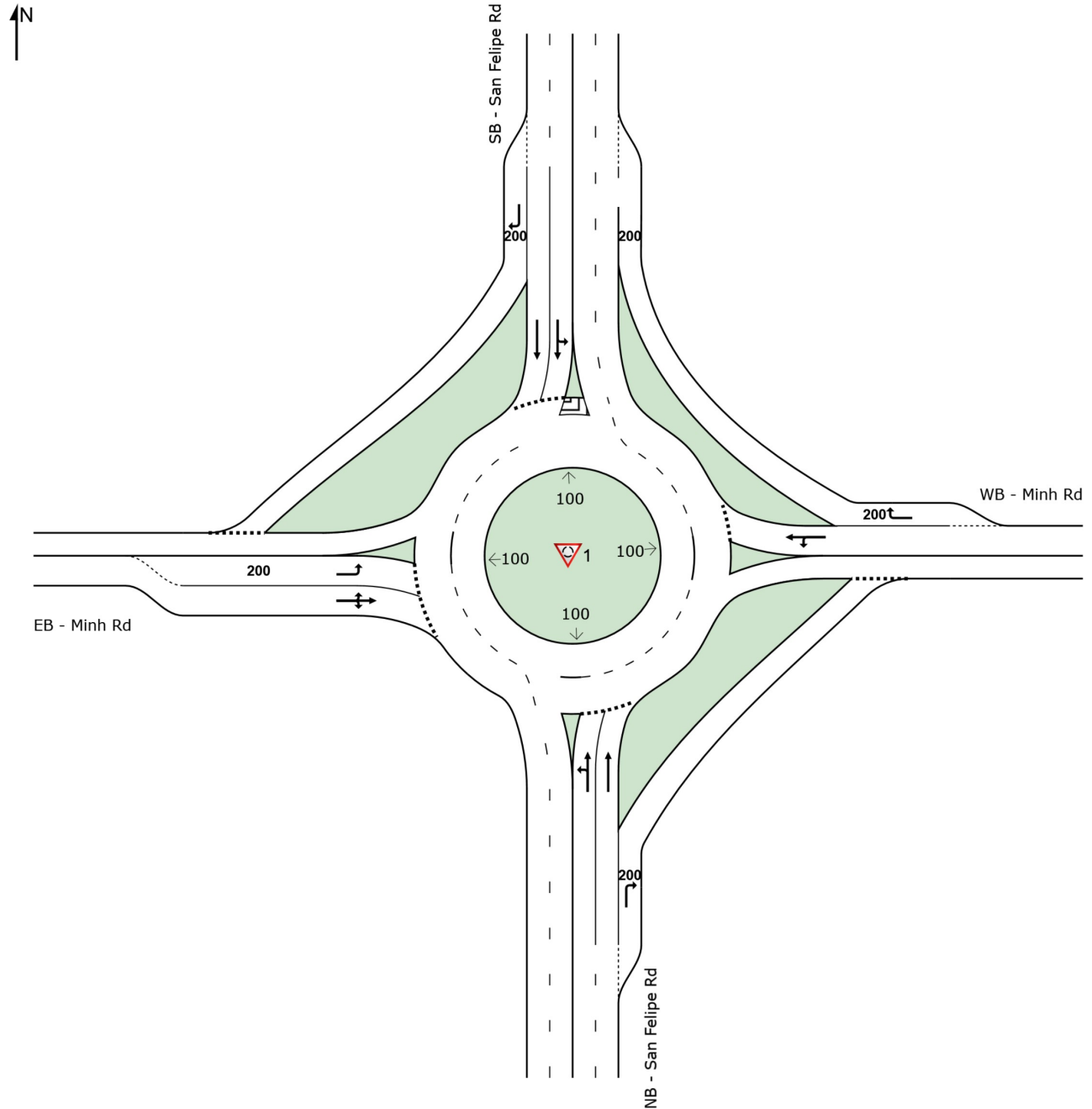
Project: K:\SAC_TPTO\San Jose Projects\City of Hollister - San Felipe Plan Line\13 Analysis\Sidra\02 - San Felipe at Minh.sip9

SITE LAYOUT

 **Site: 1 [Buildout_AM_ San Felipe Rd & Minh Rd_Alt02f_AM
(Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Road D
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 1 [Buildout_AM_ San Felipe Rd & Minh Rd_Alt02f_PM
(Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Road D
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB - San Felipe Rd													
Lane 1	440	6.0	595	0.739	100	24.9	LOS C	6.5	170.4	Full	1600	0.0	0.0
Lane 2 ^d	490	6.0	663	0.739	100	22.9	LOS C	6.8	177.0	Full	1600	0.0	0.0
Lane 3	120	6.0	975	0.123	100	4.8	LOS A	0.4	11.5	Short	200	0.0	NA
Approach	1049	6.0		0.739		21.6	LOS C	6.8	177.0				
East: WB - Minh Rd													
Lane 1 ^d	117	2.0	410	0.286	100	13.7	LOS B	1.0	25.7	Full	500	0.0	0.0
Lane 2	337	2.0	1642	0.205	100	5.5	LOS A	0.0	0.0	Short	200	0.0	NA
Approach	454	2.0		0.286		7.6	LOS A	1.0	25.7				
North: SB - San Felipe Rd													
Lane 1	645	2.0	1190	0.542	100	9.3	LOS A	3.7	93.5	Full	1600	0.0	0.0
Lane 2 ^d	645	2.0	1190	0.542	100	9.3	LOS A	3.7	93.5	Full	1600	0.0	0.0
Lane 3	138	2.0	1320	0.105	100	3.6	LOS A	0.4	11.0	Short	200	0.0	NA
Approach	1427	2.0		0.542		8.7	LOS A	3.7	93.5				
West: EB - Minh Rd													
Lane 1	284	2.0	355	0.799	100	44.3	LOS E	5.4	138.1	Short	200	0.0	NA
Lane 2 ^d	330	2.0	413	0.799	100	39.4	LOS E	5.7	145.1	Full	500	0.0	0.0
Approach	614	2.0		0.799		41.7	LOS E	5.7	145.1				
Intersection	3545	3.2		0.799		18.1	LOS C	6.8	177.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE SUMMARY

 **Site: 1 [INT-3_San Felipe Rd & Bert Dr_Alt00_AM_DL_Full-Build (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Bert Dr
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB - San Felipe Rd													
Lane 1	767	6.0	1067	0.719	100	15.1	LOS C	11.6	303.0	Full	4000	0.0	0.0
Lane 2 ^d	767	6.0	1067	0.719	100	15.1	LOS C	11.6	303.0	Full	4000	0.0	0.0
Approach	1534	6.0		0.719		15.1	LOS C	11.6	303.0				
East: WB - Bert Dr													
Lane 1 ^d	42	2.0	364	0.116	100	11.8	LOS B	0.4	9.2	Full	500	0.0	0.0
Approach	42	2.0		0.116		11.8	LOS B	0.4	9.2				
North: SB - San Felipe Rd													
Lane 1	377	5.0	1268	0.297	100	5.5	LOS A	1.5	38.3	Full	1000	0.0	0.0
Lane 2 ^d	377	5.0	1268	0.297	100	5.5	LOS A	1.5	38.3	Full	1000	0.0	0.0
Lane 3	143	5.0	1595	0.090	100	2.7	LOS A	0.0	0.0	Short	200	0.0	NA
Approach	897	5.0		0.297		5.1	LOS A	1.5	38.3				
West: EB - Bert Dr													
Lane 1 ^d	37	2.0	705	0.052	100	5.7	LOS A	0.2	4.5	Full	500	0.0	0.0
Lane 2	12	2.0	1642	0.007	100	2.6	LOS A	0.0	0.0	Short	200	0.0	NA
Approach	49	2.0		0.052		4.9	LOS A	0.2	4.5				
Intersection	2522	5.5		0.719		11.3	LOS B	11.6	303.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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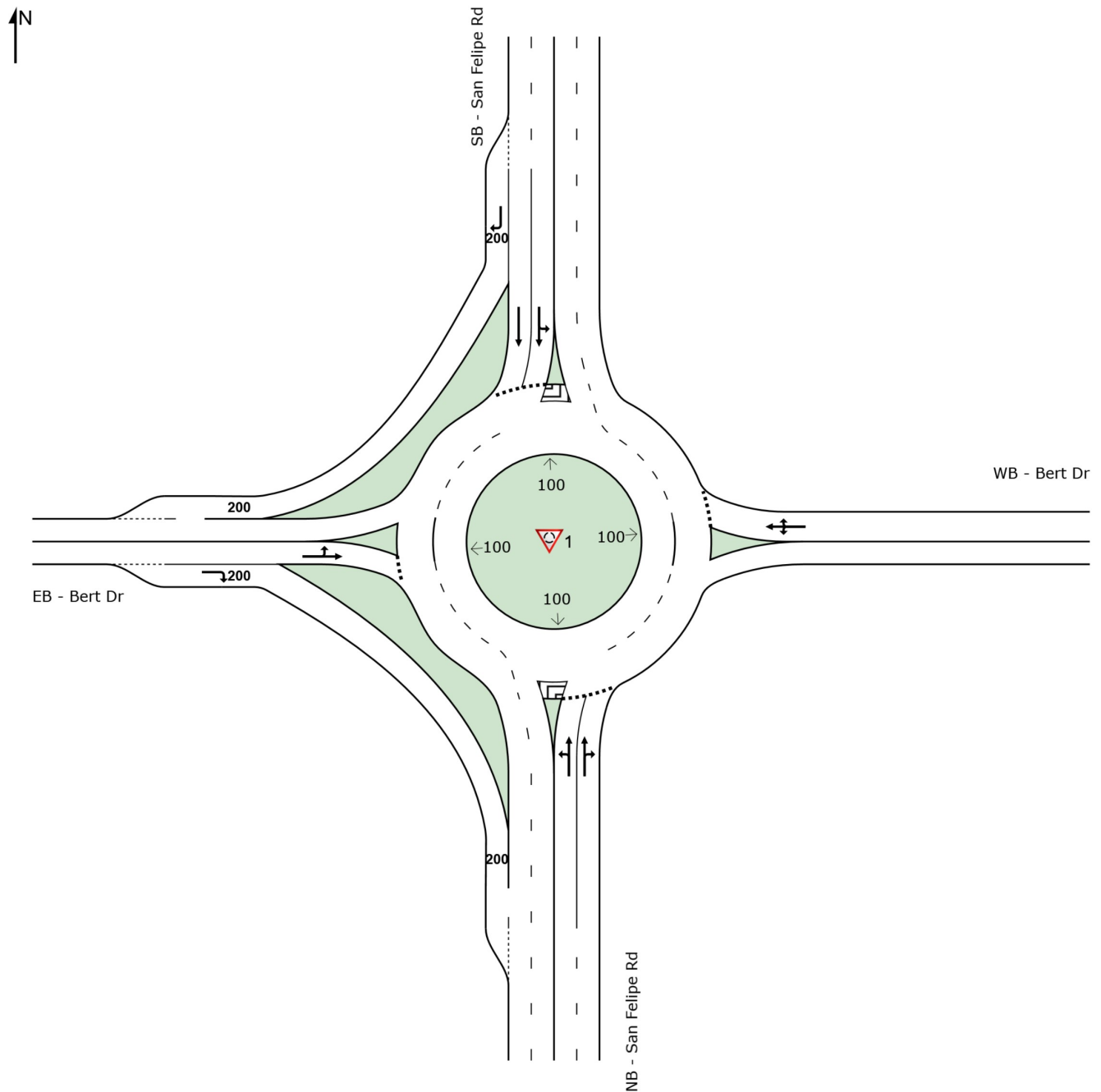
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SITE LAYOUT

 **Site: 1 [INT-3_San Felipe Rd & Bert Dr_Alt00_AM_DL_Full-Build (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Bert Dr
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 1 [INT-3_San Felipe Rd & Bert Dr_Alt00_PM_DL_Full-Build (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Bert Dr
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB - San Felipe Rd													
Lane 1	313	6.0	1154	0.271	100	5.6	LOS A	1.2	32.5	Full	4000	0.0	0.0
Lane 2 ^d	313	6.0	1154	0.271	100	5.6	LOS A	1.2	32.5	Full	4000	0.0	0.0
Approach	625	6.0		0.271		5.6	LOS A	1.2	32.5				
East: WB - Bert Dr													
Lane 1 ^d	245	2.0	716	0.341	100	9.3	LOS A	1.5	37.1	Full	500	0.0	0.0
Approach	245	2.0		0.341		9.3	LOS A	1.5	37.1				
North: SB - San Felipe Rd													
Lane 1	599	2.0	1286	0.466	100	7.5	LOS A	3.0	76.7	Full	1000	0.0	0.0
Lane 2 ^d	599	2.0	1286	0.466	100	7.5	LOS A	3.0	76.7	Full	1000	0.0	0.0
Lane 3	39	2.0	1642	0.024	100	2.2	LOS A	0.0	0.0	Short	200	0.0	NA
Approach	1238	2.0		0.466		7.4	LOS A	3.0	76.7				
West: EB - Bert Dr													
Lane 1 ^d	133	2.0	466	0.285	100	12.2	LOS B	1.0	26.1	Full	500	0.0	0.0
Lane 2	47	2.0	1642	0.028	100	3.1	LOS A	0.0	0.0	Short	200	0.0	NA
Approach	179	2.0		0.285		9.8	LOS A	1.0	26.1				
Intersection	2287	3.1		0.466		7.3	LOS A	3.0	76.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE SUMMARY

 **Site: 1 [INT-4_San Felipe & Fallon Rd_Alt02_AM (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Fallon Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: NB - San Felipe Rd													
Lane 1	765	6.0	1151	0.664	100	12.4	LOS B	5.1	134.7	Full	1500	0.0	0.0
Lane 2 ^d	765	6.0	1151	0.664	100	12.4	LOS B	5.1	134.7	Full	1500	0.0	0.0
Approach	1529	6.0		0.664		12.4	LOS B	5.1	134.7				
East: WB - Fallon Rd													
Lane 1 ^d	242	2.0	429	0.565	100	21.6	LOS C	2.8	70.5	Full	100	0.0	0.0
Approach	242	2.0		0.565		21.6	LOS C	2.8	70.5				
North: SB - San Felipe Rd													
Lane 1	292	5.0	1234	0.237	100	5.0	LOS A	1.1	28.2	Full	4000	0.0	0.0
Lane 2 ^d	292	5.0	1234	0.237	100	5.0	LOS A	1.1	28.2	Full	4000	0.0	0.0
Approach	585	5.0		0.237		5.0	LOS A	1.1	28.2				
West: EB - Fallon Rd													
Lane 1 ^d	16	2.0	769	0.021	100	4.9	LOS A	0.1	1.8	Full	500	0.0	0.0
Approach	16	2.0		0.021		4.9	LOS A	0.1	1.8				
Intersection	2373	5.3		0.664		11.5	LOS B	5.1	134.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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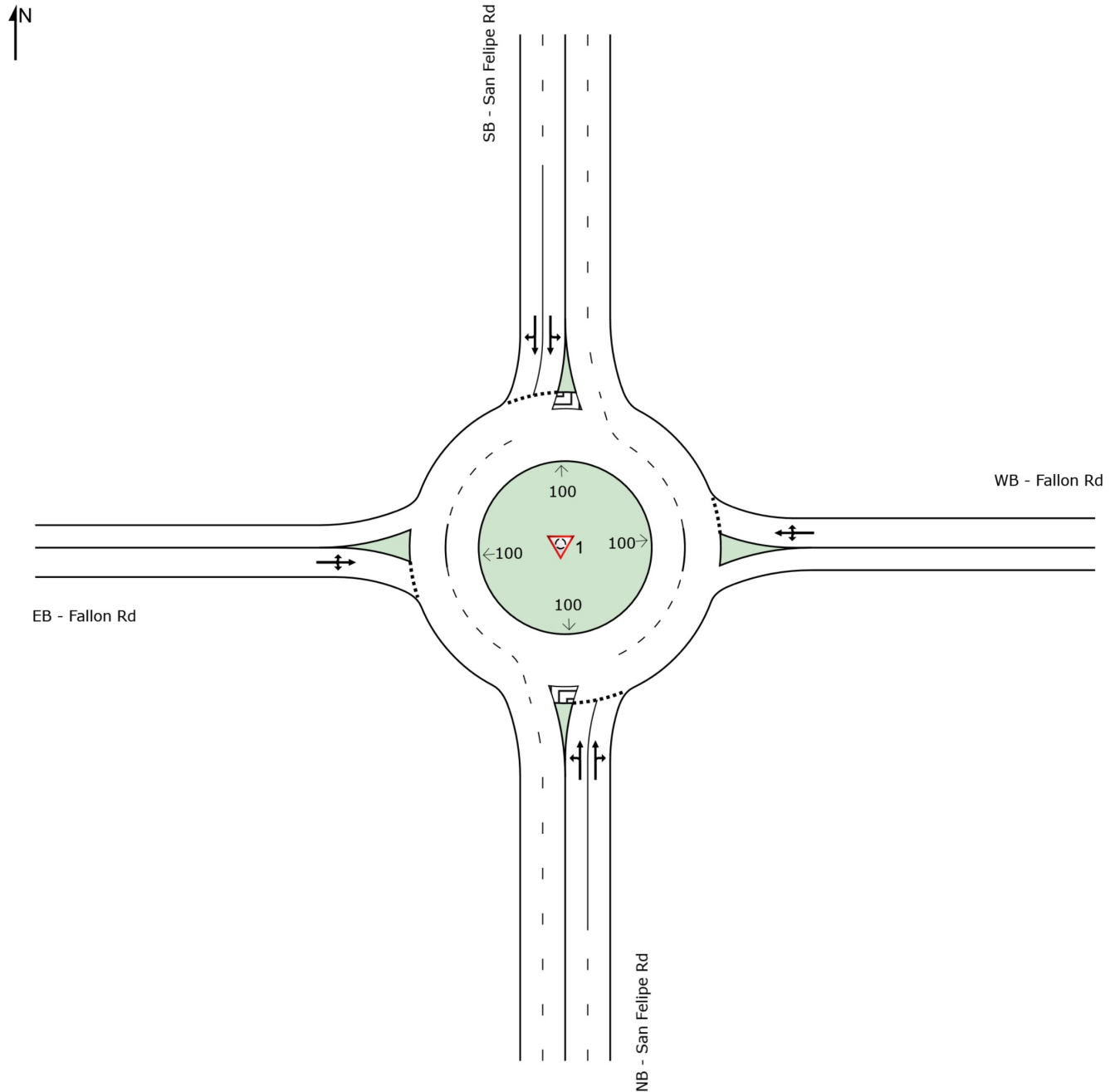
Project: K:\SAC_TPTO\San Jose Projects\City of Hollister - San Felipe Plan Line\13 Analysis\Sidra\04 - San Felipe at Fallon.sip9

SITE LAYOUT

 **Site: 1 [INT-4_San Felipe & Fallon Rd_Alt02_AM (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Fallon Rd
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 1 [INT-4_San Felipe & Fallon Rd_Alt02_PM (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Fallon Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: NB - San Felipe Rd													
Lane 1	315	6.0	1204	0.262	100	5.4	LOS A	1.2	31.7	Full	1500	0.0	0.0
Lane 2 ^d	315	6.0	1204	0.262	100	5.4	LOS A	1.2	31.7	Full	1500	0.0	0.0
Approach	630	6.0		0.262		5.4	LOS A	1.2	31.7				
East: WB - Fallon Rd													
Lane 1 ^d	388	2.0	854	0.454	100	9.9	LOS A	2.6	67.0	Full	100	0.0	0.0
Approach	388	2.0		0.454		9.9	LOS A	2.6	67.0				
North: SB - San Felipe Rd													
Lane 1	588	2.0	1082	0.544	100	9.9	LOS A	4.0	102.3	Full	4000	0.0	0.0
Lane 2 ^d	588	2.0	1082	0.544	100	9.9	LOS A	4.0	102.3	Full	4000	0.0	0.0
Approach	1176	2.0		0.544		9.9	LOS A	4.0	102.3				
West: EB - Fallon Rd													
Lane 1 ^d	18	2.0	402	0.046	100	9.6	LOS A	0.1	3.6	Full	500	0.0	0.0
Approach	18	2.0		0.046		9.6	LOS A	0.1	3.6				
Intersection	2213	3.1		0.544		8.6	LOS A	4.0	102.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE SUMMARY

 **Site: 1 [INT-5_San Felipe Rd & Flynn Rd_Alt02_AM (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Flynn Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB - San Felipe Rd													
Lane 1	784	3.0	1169	0.671	100	12.5	LOS B	6.8	174.7	Full	4500	0.0	0.0
Lane 2 ^d	784	3.0	1169	0.671	100	12.5	LOS B	6.8	174.7	Full	4500	0.0	0.0
Approach	1568	3.0		0.671		12.5	LOS B	6.8	174.7				
East: WB - Flynn Rd													
Lane 1 ^d	199	2.0	382	0.521	100	21.8	LOS C	2.3	58.5	Full	50	0.0	9.8
Approach	199	2.0		0.521		21.8	LOS C	2.3	58.5				
North: SB - San Felipe Rd													
Lane 1	263	6.0	1170	0.224	100	5.1	LOS A	1.0	25.8	Full	1500	0.0	0.0
Lane 2 ^d	263	6.0	1170	0.224	100	5.1	LOS A	1.0	25.8	Full	1500	0.0	0.0
Approach	525	6.0		0.224		5.1	LOS A	1.0	25.8				
West: EB - Flynn Rd													
Lane 1 ^d	180	4.0	810	0.223	100	6.8	LOS A	0.8	21.6	Full	600	0.0	0.0
Approach	180	4.0		0.223		6.8	LOS A	0.8	21.6				
Intersection	2473	3.6		0.671		11.2	LOS B	6.8	174.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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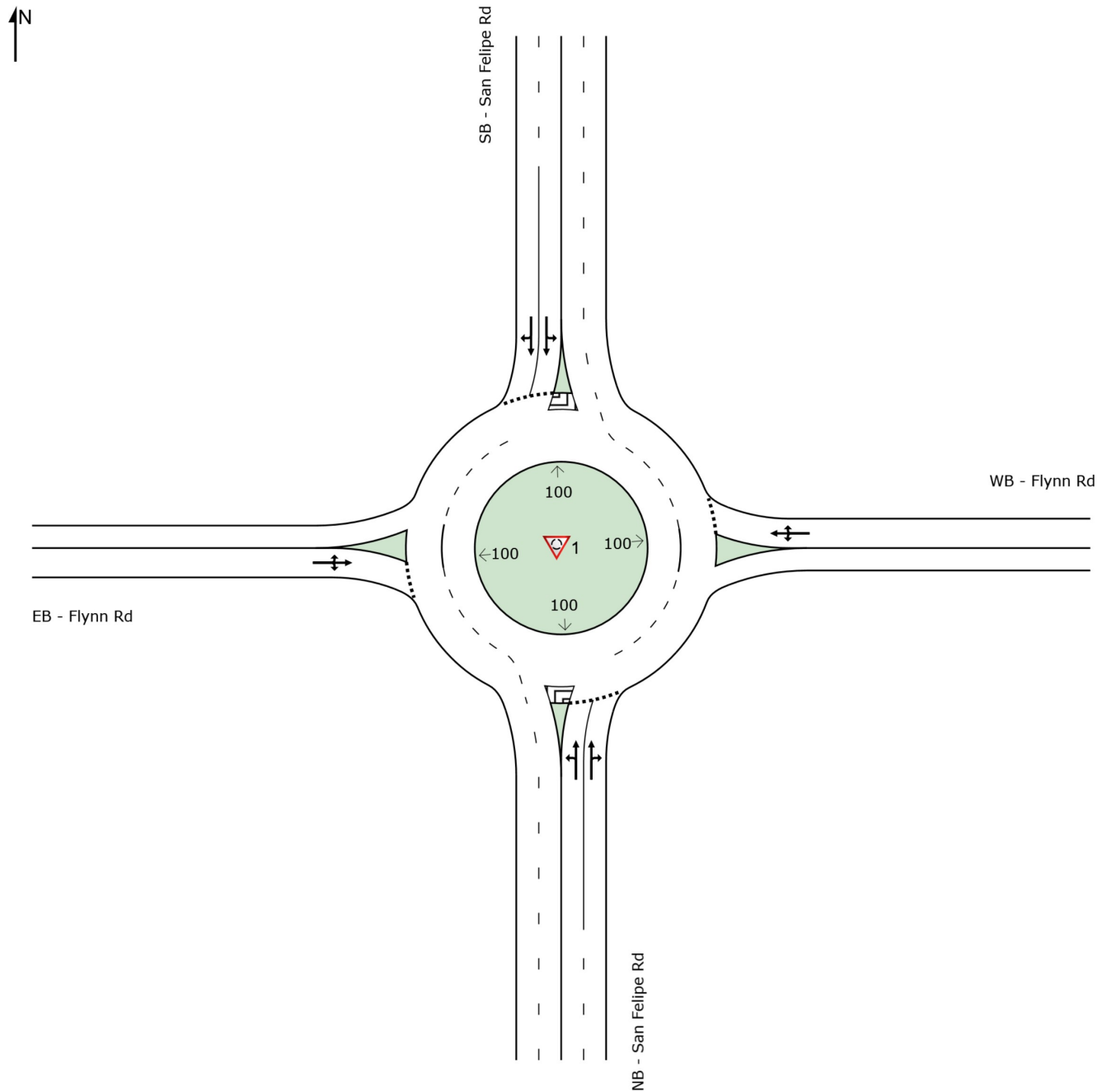
Project: K:\SAC_TPTO\San Jose Projects\City of Hollister - San Felipe Plan Line\13 Analysis\Sidra\05 - San Felipe at Flynn.sip9

SITE LAYOUT

 **Site: 1 [INT-5_San Felipe Rd & Flynn Rd_Alt02_AM_DL (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Flynn Rd
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 1 [INT-5_San Felipe Rd & Flynn Rd_Alt02_PM (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Flynn Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: NB - San Felipe Rd													
Lane 1	354	2.0	1262	0.280	100	5.4	LOS A	1.4	35.4	Full	4500	0.0	0.0
Lane 2 ^d	354	2.0	1262	0.280	100	5.4	LOS A	1.4	35.4	Full	4500	0.0	0.0
Approach	708	2.0		0.280		5.4	LOS A	1.4	35.4				
East: WB - Flynn Rd													
Lane 1 ^d	284	15.7	688	0.412	100	10.9	LOS B	1.8	51.3	Full	50	0.0	5.8
Approach	284	15.7		0.412		10.9	LOS B	1.8	51.3				
North: SB - San Felipe Rd													
Lane 1	667	1.0	1000	0.668	100	13.9	LOS B	8.5	213.7	Full	1500	0.0	0.0
Lane 2 ^d	667	1.0	1000	0.668	100	13.9	LOS B	8.5	213.7	Full	1500	0.0	0.0
Approach	1335	1.0		0.668		13.9	LOS B	8.5	213.7				
West: EB - Flynn Rd													
Lane 1 ^d	91	7.0	369	0.247	100	14.2	LOS B	0.8	20.7	Full	600	0.0	0.0
Approach	91	7.0		0.247		14.2	LOS B	0.8	20.7				
Intersection	2417	3.2		0.668		11.0	LOS B	8.5	213.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE SUMMARY

 **Site: 1 [INT-6_San Felipe Rd & McCloskey/ Wright_Alt02a_AM_Existing (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & McCloskey Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: NB - San Felipe Rd													
Lane 1	857	3.0	1187	0.722	100	14.1	LOS B	9.4	240.3	Full	1500	0.0	0.0
Lane 2 ^d	857	3.0	1187	0.722	100	14.1	LOS B	9.4	240.3	Full	1500	0.0	0.0
Approach	1714	3.0		0.722		14.1	LOS B	9.4	240.3				
East: WB - McCloskey Rd													
Lane 1	134	2.0	286	0.467	98 ⁵	25.4	LOS D	1.8	46.5	Short	35	0.0	NA
Lane 2 ^d	161	2.0	339	0.475	100	22.3	LOS C	1.9	48.7	Full	50	0.0	4.2
Approach	295	2.0		0.475		23.7	LOS C	1.9	48.7				
North: SB - San Felipe Rd													
Lane 1	280	6.0	976	0.287	100	6.6	LOS A	1.2	32.2	Full	4500	0.0	0.0
Lane 2 ^d	300	6.0	1048	0.287	100	6.2	LOS A	1.2	31.6	Full	4500	0.0	0.0
Approach	580	6.0		0.287		6.4	LOS A	1.2	32.2				
West: EB - McCloskey Rd													
Lane 1 ^d	149	4.0	741	0.201	100	7.1	LOS A	0.7	18.8	Full	1400	0.0	0.0
Approach	149	4.0		0.201		7.1	LOS A	0.7	18.8				
Intersection	2738	3.6		0.722		13.1	LOS B	9.4	240.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

⁵ Lane under-utilisation found by the program

^d Dominant lane on roundabout approach

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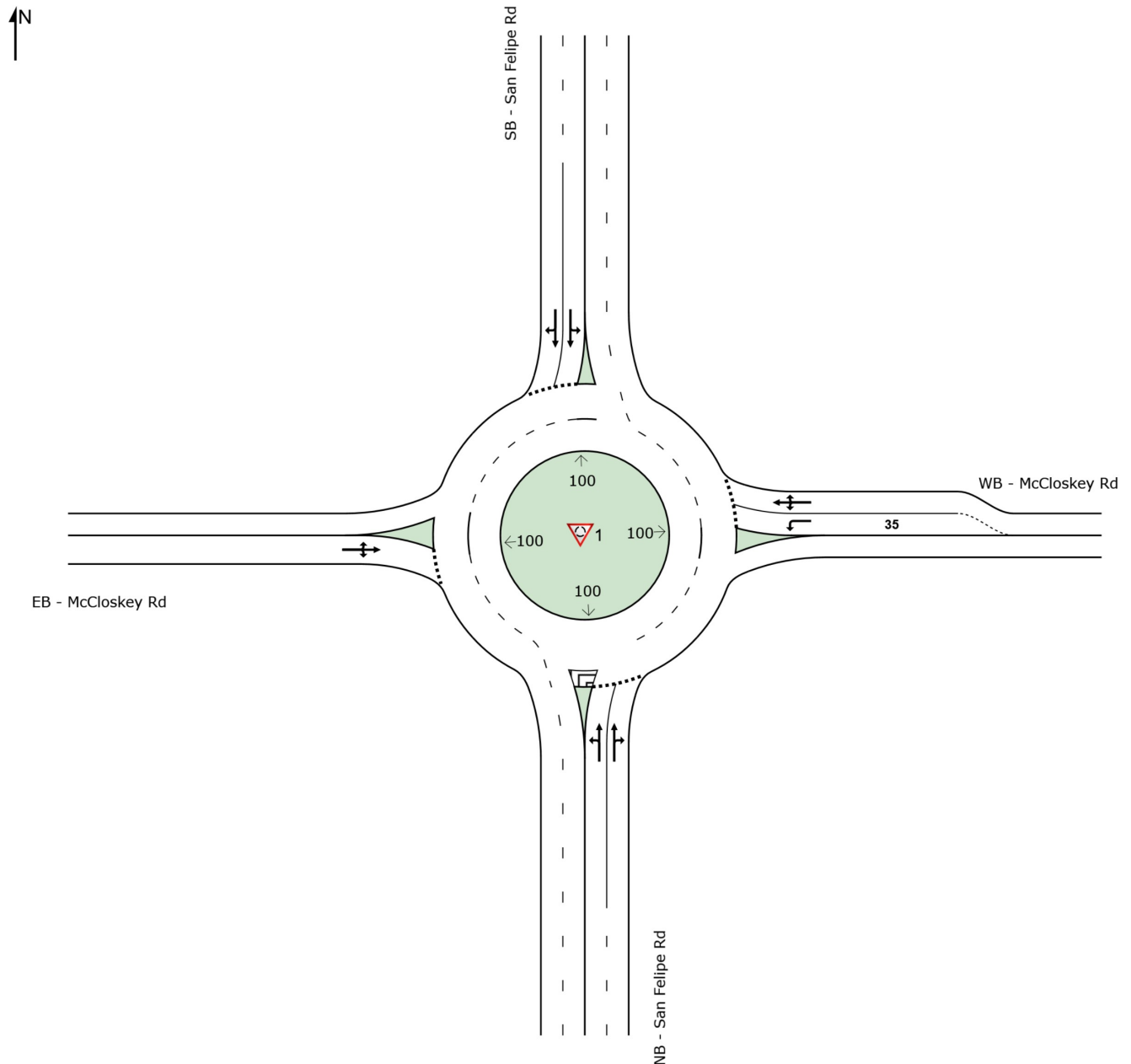
Project: K:\SAC_TPTO\San Jose Projects\City of Hollister - San Felipe Plan Line\13 Analysis\Sidra\06 - San Felipe at McCloskey.sip9

SITE LAYOUT

 **Site: 1 [INT-6_San Flipe Rd & McCloskey/
Wright_Alt02a_AM_Existing (Site Folder: Updated Volumes and
Final Layout)]**

San Felipe Rd & McCloskey Rd
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 1 [INT-6_San Felipe Rd & McCloskey/ Wright_Alt02a_PM_Existing (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & McCloskey Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS [Total HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB - San Felipe Rd													
Lane 1	443	2.0	1241	0.357	100	6.3	LOS A	1.9	49.1	Full	1500	0.0	0.0
Lane 2 ^d	443	2.0	1241	0.357	100	6.3	LOS A	1.9	49.1	Full	1500	0.0	0.0
Approach	886	2.0		0.357		6.3	LOS A	1.9	49.1				
East: WB - McCloskey Rd													
Lane 1	144	1.0	671	0.214	100	7.9	LOS A	0.8	20.5	Short	35	0.0	NA
Lane 2 ^d	159	1.0	744	0.214	100	7.2	LOS A	0.8	20.3	Full	50	0.0	0.0
Approach	303	1.0		0.214		7.5	LOS A	0.8	20.5				
North: SB - San Felipe Rd													
Lane 1	729	1.0	932	0.782	100	20.1	LOS C	14.0	352.9	Full	4500	0.0	0.0
Lane 2 ^d	788	1.0	1008	0.782	100	18.9	LOS C	14.5	364.2	Full	4500	0.0	0.0
Approach	1516	1.0		0.782		19.5	LOS C	14.5	364.2				
West: EB - McCloskey Rd													
Lane 1 ^d	112	7.0	324	0.346	100	18.6	LOS C	1.2	31.2	Full	1400	0.0	0.0
Approach	112	7.0		0.346		18.6	LOS C	1.2	31.2				
Intersection	2817	1.6		0.782		14.0	LOS B	14.5	364.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE SUMMARY

 **Site: 1 [INT-8_San Felipe Rd & Road X_Alt01a_AM (Site Folder: Updated Volumes and)]**

San Felipe Rd & Road X
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: NB - San Felipe Rd													
Lane 1	733	6.0	1127	0.650	100	12.2	LOS B	5.7	149.4	Full	1000	0.0	0.0
Lane 2 ^d	733	6.0	1127	0.650	100	12.2	LOS B	5.7	149.4	Full	1000	0.0	0.0
Approach	1465	6.0		0.650		12.2	LOS B	5.7	149.4				
East: WB - Road X													
Lane 1 ^d	33	2.0	395	0.083	100	10.4	LOS B	0.3	6.6	Full	500	0.0	0.0
Approach	33	2.0		0.083		10.4	LOS B	0.3	6.6				
North: SB - San Felipe Rd													
Lane 1	534	5.0	1342	0.398	100	6.4	LOS A	2.3	60.9	Full	1600	0.0	0.0
Lane 2 ^d	534	5.0	1342	0.398	100	6.4	LOS A	2.3	60.9	Full	1600	0.0	0.0
Approach	1068	5.0		0.398		6.4	LOS A	2.3	60.9				
Intersection	2566	5.5		0.650		9.8	LOS A	5.7	149.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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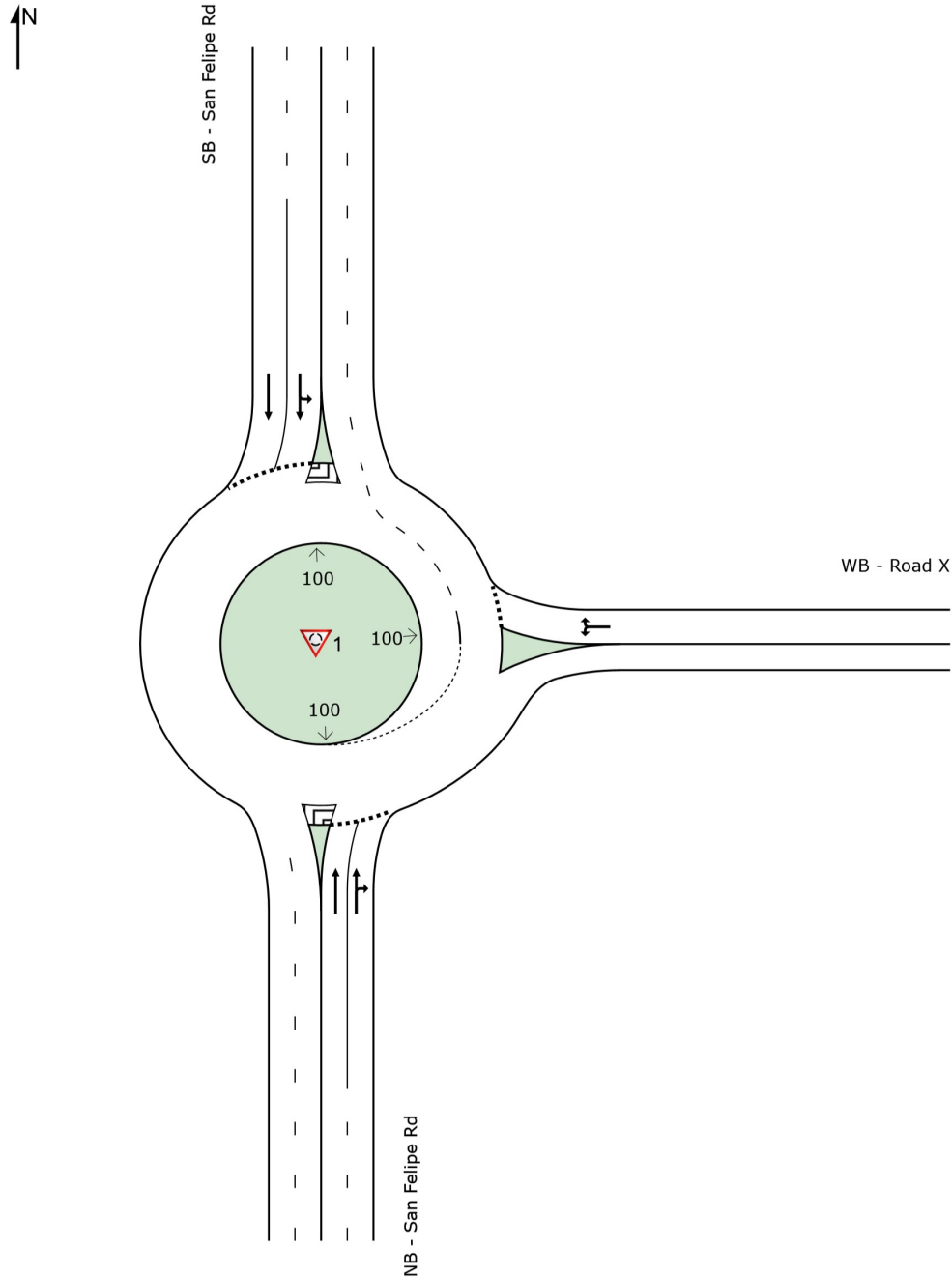
Project: K:\SAC_TPTO\San Jose Projects\City of Hollister - San Felipe Plan Line\13 Analysis\Sidra\08 - San Felipe at Road X.sip9

SITE LAYOUT

 **Site: 1 [INT-8_San Felipe Rd & Road X_Alt01a_AM (Site Folder: Updated Volumes and)]**

San Felipe Rd & Road X
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 1 [INT-8_San Felipe Rd & Road X_Alt01a_PM (Site Folder: Updated Volumes and)]**

San Felipe Rd & Road X
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: NB - San Felipe Rd													
Lane 1	451	6.0	1309	0.345	100	5.9	LOS A	1.8	48.0	Full	1000	0.0	0.0
Lane 2 ^d	451	6.0	1309	0.345	100	5.9	LOS A	1.8	48.0	Full	1000	0.0	0.0
Approach	902	6.0		0.345		5.9	LOS A	1.8	48.0				
East: WB - Road X													
Lane 1 ^d	213	2.0	622	0.342	100	10.5	LOS B	1.4	36.4	Full	500	0.0	0.0
Approach	213	2.0		0.342		10.5	LOS B	1.4	36.4				
North: SB - San Felipe Rd													
Lane 1	602	5.0	1282	0.470	100	7.6	LOS A	3.0	77.4	Full	1600	0.0	0.0
Lane 2 ^d	602	5.0	1282	0.470	100	7.6	LOS A	3.0	77.4	Full	1600	0.0	0.0
Approach	1204	5.0		0.470		7.6	LOS A	3.0	77.4				
Intersection	2320	5.1		0.470		7.2	LOS A	3.0	77.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE SUMMARY

 **Site: 1 [INT-9_San Felipe Rd & Road Y_Alt02_AM (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Road Y
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: NB - San Felipe Rd													
Lane 1	808	3.0	1314	0.615	100	10.1	LOS B	5.3	136.0	Full	2200	0.0	0.0
Lane 2 ^d	808	3.0	1314	0.615	100	10.1	LOS B	5.3	136.0	Full	2200	0.0	0.0
Approach	1616	3.0		0.615		10.1	LOS B	5.3	136.0				
East: WB - Road Y													
Lane 1 ^d	72	2.0	366	0.196	100	13.2	LOS B	0.6	15.9	Full	500	0.0	0.0
Approach	72	2.0		0.196		13.2	LOS B	0.6	15.9				
North: SB - San Felipe Rd													
Lane 1	295	6.0	1302	0.226	100	4.7	LOS A	1.0	27.1	Full	2300	0.0	0.0
Lane 2 ^d	295	6.0	1302	0.226	100	4.7	LOS A	1.0	27.1	Full	2300	0.0	0.0
Approach	589	6.0		0.226		4.7	LOS A	1.0	27.1				
West: EB - Road Y													
Lane 1 ^d	16	2.0	809	0.020	100	4.6	LOS A	0.1	1.7	Full	500	0.0	0.0
Approach	16	2.0		0.020		4.6	LOS A	0.1	1.7				
Intersection	2293	3.7		0.615		8.8	LOS A	5.3	136.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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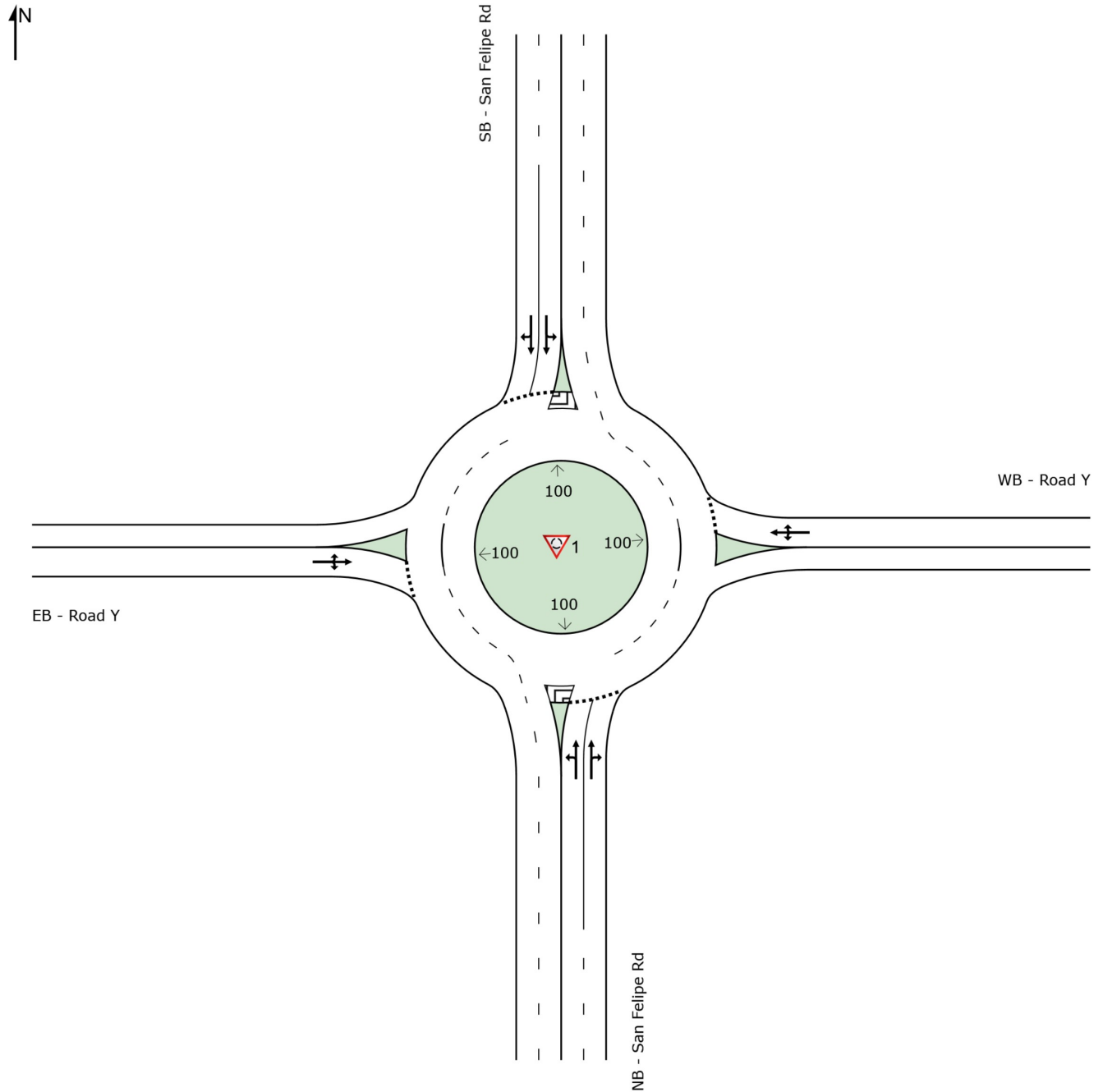
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SITE LAYOUT

 **Site: 1 [INT-9_San Felipe Rd & Road Y_Alt02_AM (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Road Y
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 1 [INT-9_San Felipe Rd & Road Y_Alt02_PM (Site Folder: Updated Volumes and Final Layout)]**

San Felipe Rd & Road Y
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: NB - San Felipe Rd													
Lane 1	346	2.0	1328	0.260	100	5.0	LOS A	1.3	32.8	Full	2200	0.0	0.0
Lane 2 ^d	346	2.0	1328	0.260	100	5.0	LOS A	1.3	32.8	Full	2200	0.0	0.0
Approach	691	2.0		0.260		5.0	LOS A	1.3	32.8				
East: WB - Road Y													
Lane 1 ^d	124	2.0	774	0.160	100	6.3	LOS A	0.6	14.8	Full	500	0.0	0.0
Approach	124	2.0		0.160		6.3	LOS A	0.6	14.8				
North: SB - San Felipe Rd													
Lane 1	718	1.0	1289	0.557	100	9.0	LOS A	4.3	107.4	Full	2300	0.0	0.0
Lane 2 ^d	718	1.0	1289	0.557	100	9.0	LOS A	4.3	107.4	Full	2300	0.0	0.0
Approach	1437	1.0		0.557		9.0	LOS A	4.3	107.4				
West: EB - Road Y													
Lane 1 ^d	16	2.0	379	0.043	100	10.1	LOS B	0.1	3.4	Full	500	0.0	0.0
Approach	16	2.0		0.043		10.1	LOS B	0.1	3.4				
Intersection	2268	1.4		0.557		7.7	LOS A	4.3	107.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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