Exhibit N

This page intentionally left blank.

Hexagon Transportation Consultants, Inc.

Memorandum

Date: February 23, 2026

To: John Haupt, Carmel Valley Manor

From: Ollie Zhou
Andrea Lin

Subject: Intersection Operations Analysis Study for the Proposed Carmel Valley Manor Master Plan in Monterey County, California (PLN240141)

Hexagon Transportation Consultants, Inc. has completed a intersection operations analysis study for the proposed Carmel Valley Manor Master Plan at 8545 Carmel Valley Road in Carmel-by-the-Sea in Monterey County, California (Figure 1). This report reflects an updated plan for the project, prepared by Perkins Eastman and dated February 2026. The project is proposing a series of building demolitions and constructions and a series of facility amenities for residents and employees (Figure 2). The site currently has 146 independent living units, 24 assisted living units, a nursing home with 36 beds, and 7 visitor quarters. The proposed project proposes the following:

- 17 additional independent living units
- 1 additional visitor quarter
- A new 12-bed memory care facility
- Removal of 1 single family unit

There are currently 274 parking spaces on site. With the proposed project, the parking count will be increased by 60 spaces to 334 spaces. Access to the site is currently provided by Carmel Valley Manor roadway at Carmel Valley Road. The project proposes no access changes.

A previous memo discussed the number of trips generated by the project and its distribution, identified vehicle miles traveled (VMT) impacts. This memo includes a level of service analysis for three intersections near the project site and a site plan review to determine overall adequacy of site access, on-site circulation, and parking. The methodology, results, and conclusions are discussed below.

Project Trip Generation, Distribution, and Assignment

Through empirical research, data has been collected that quantify the amount of traffic produced by many types of land uses. Thus, for many types of land uses, there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. These trip generation rates are published by the Institute of Transportation Engineers' (ITE) in the manual entitled *Trip Generation, 12th Edition.*

Trip Generation

The following ITE rate categories are used for this project:

- Independent living units: ITE Land Use Code 252 – Senior Adult Housing Attached
- Assisted living units: ITE Land Use Code 254 – Assisted Living
- Skilled nursing facility, memory care: ITE Land Use Code 620 – Nursing Home
- Visitor quarters: ITE Land Use Code 320 – Motel

As shown in Table 1 below, based on the ITE rates, the Carmel Valley Manor is currently generating 716 daily trips, 42 AM peak hour trips, and 55 PM peak hour trips. With the proposed project, the Carmel Valley Manor would generate 803 daily trips, 47 AM peak hour trips, and 61 PM peak hour trips. This means that the proposed project would generate an additional 87 daily trips, 5 AM peak hour trips, and 6 PM peak hour trips onto the roadway network.

Table 1
Trip Generation Estimates

			Daily		AM Peak Hour					PM Peak Hour				
Land Use	**Size**	**Unit**	**Rate**	**Trips**	**Rate**	**In %**	**In**	**Out**	**Total**	**Rate**	**In%**	**In**	**Out**	**Total**
Existing														
Assisted Living [1]	24	d.u/beds	4.14	99	0.19	59%	3	2	5	0.24	38%	2	4	6
Independent Living [2]	146	d.u.	3.25	475	0.19	34%	10	18	28	0.25	56%	21	16	37
Skilled Nursing Facility [3]	36	beds	3.06	110	0.17	72%	4	2	6	0.22	33%	3	5	8
Visitor Quarters [4]	7	units	3.35	23	0.33	39%	1	1	2	0.37	54%	2	1	3
Single Family Units [5]	1	d.u.	9.09	9	0.7	27%	0	1	1	0.93	62%	1	0	1
Total	***214***			***716***			***18***	***24***	***42***			***29***	***26***	***55***
Proposed Master Plan														
Assisted Living [1]	24	d.u/beds	4.14	99	0.19	59%	3	2	5	0.24	38%	2	4	6
Independent Living [2]	163	d.u.	3.25	530	0.19	34%	11	20	31	0.25	56%	23	18	41
Skilled Nursing Facility, Memory Care [3]	48	beds	3.06	147	0.17	72%	6	2	8	0.22	33%	4	7	11
Visitor Quarters [4]	8	units	3.35	27	0.33	39%	1	2	3	0.37	54%	2	1	3
Total	***243***			***803***			***21***	***26***	***47***			***31***	***30***	***61***
Net Project Trips	**29**	**d.u./beds**	**3**	**87**			**3**	**2**	**5**			**2**	**4**	**6**

Notes:
All trip rates referenced ITE *Trip Generation, 12th Edition.*
1. ITE Land Use Code 254 - Assisted Living
2. ITE Land Use Code 252 - Senior Adulting Housing - Attached
3. ITE Land Use Code 620 - Nursing Home
4. ITE Land Use Code 320 - Motel

Project Trip Distribution and Assignment

The trip distribution patterns for the project were estimated based on existing travel patterns on the roadway network that reflect typical weekday AM and PM commute patterns and the locations of complementary land uses. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns. Figure 3 shows the project trip distribution patterns and the total net project trip assignments at the intersections.

Intersection Operations Analysis

Level of Service Analysis Methodologies and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

For side-street-stop-controlled intersections, operations are defined by the average delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. The level of service is reported based on the average delay for the worst approach. The correlation between delay and level of service for unsignalized intersections is shown in Table 2.

The study responds to the February 5, 2025 “incomplete” letter from Monterey County and a revised plan set dated February 2026, and includes the analysis of three unsignalized intersections located in Carmel Valley. Carmel Valley has established standards for unsignalized intersections as LOS of F or meeting of any traffic signal warrants as defined as unacceptable conditions.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is a significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contribution causes of such delay.	greater than 80.0

Source: Transportation Research Board, Highway Capacity Manual, 7th Edition (Washington, D.C., 2022)

Traffic Volumes

Existing AM and PM peak hour traffic volumes for the study intersections were obtained from new turning movement counts conducted on March 11, 2025, and are provided in Attachment 1. The existing peak hour intersection volumes are shown in Figure 4. Existing Plus Project AM and PM peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by the project. The Existing Plus Project peak hour intersection volumes are shown in Figure 5.

Intersection Traffic Operations

The results of the level of service analysis are shown in Table 3. Based on the standards of the Carmel Valley Master Plan, all study intersections operate at acceptable levels of service during AM and PM peak hours under existing and exiting plus project conditions. Level of service calculations are included in Attachment 2.

Table 3
Existing Plus Project Level of Service

#	Intersection	LOS Standard	Control	Peak Hour	Existing Delay[1] (sec)	Existing LOS	Existing plus Project Delay[1] (sec)	Existing plus Project LOS
1	Schulte Rd and Carmel Valley Rd	F	OWSC	AM	25.7	D	25.8	D
				PM	23.2	C	23.3	C
2	Los Arboles Dr and Carmel Valley Rd	F	OWSC	AM	16.9	C	16.9	C
				PM	14.8	B	14.8	B
3	Carmel Valley Manor/Carmelo School and Carmel Valley Rd	F	TWSC	AM	26.1	D	26.4	D
				PM	24.2	C	24.4	C

Notes:
OWSC = One-Way Stop-Control; TWSC = Two-Way Stop-Control
1.The approach with the highest (worst) delay (seconds per vehicle) is reported for unsignalized intersections.

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD),* Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication of whether vehicular peak hour traffic volumes are, or would be, sufficient to justify the installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Peak-hour traffic signal warrant checks were conducted for all three unsignalized study intersections.

The results indicate that the projected traffic volumes at all three study intersections would fall below the thresholds that warrant signalization during both the AM and PM peak hours under all study scenarios. The traffic signal warrant calculations are included in Attachment 3.

Adverse Intersection Operations

All three study intersections perform at LOS D or better under existing plus project conditions. Additionally, all three study intersections were below the thresholds warranting signalization. Thus, based on the Carmel Valley Master Plan standards for level of service at unsignalized intersections, all three study intersections are operating at acceptable standards.

Field Observations

Traffic conditions were observed in the field during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods to identify any existing operational deficiencies occurring within the study area.

- During the AM peak hour period, over a period of a few minutes, parents would enter the west inbound driveway, park, walk their kids in, then leave. Thus, there is no significant queuing at the outbound driveway. The project is expected to add two westbound left-turns during the AM Peak hour, which is approximately one vehicle every 30 minutes.
- During the PM peak hour period, it was observed that most parents had already picked up their kids by 4:30 PM, resulting in fewer inbound and outbound traffic at Carmelo School. The project is not expected to add any westbound left-turns during the PM peak hour.

Overall, the study intersections operated adequately during both the weekday AM and PM peak commute periods and no significant operational issues were observed.

Site Access and Circulation

The site access and on-site circulation evaluation is based on the updated site plan prepared by Perkins Eastman, dated February 2026 (see Figure 2).

Site Access

As shown on the site plan, the project would continue to use its existing driveway on Carmel Valley Road and proposes no changes to the driveway or intersection controls. At the cul-de-sac of Los Arboles, there is an existing U-shaped roadway connecting the cul-de-sac and Carmel Valley Manor's internal roadway. This roadway would not be modified.

While the Carmel Valley Manor (CVM) will be connected with Los Arboles Drive under both existing and project conditions, CVM asks their staff, residents and guests to not use Los Arboles Drive, which is a residential street. The presence of this connection provides insurance for both Los Arboles Drive residents, and CVM to evacuate using each other's roads if either of these roads are blocked in an emergency. If this connection was closed, both the CVM and Los Arboles Drive would become single-access roadways, which would heighten evacuation risks during emergencies.

On-Site Circulation

The only existing parking lot to be removed is at the northwest corner of the site. The project proposes a new surface parking lot at the southeast corner of the project site for guests and employees. Additionally, a new 14-space parking lot is proposed for the northwest corner of the site. The site plan shows that Carmel Valley Manor internal road would provide access to the parking lots.

Commercial Vehicles and Shuttles

Commercial vehicles such as delivery trucks and shuttles would use Carmel Valley Manor and the internal roadways to navigate the project site. These vehicles would enter the project site via Carmel Valley Manor, would circulate the site, and use the parking lots or loading zones provided throughout the site (see Figure 2). The site shows acceptable connectivity and maneuvering for commercial vehicles and shuttles.

According to Carmel Valley Manor (CVM), shuttle service at CVM is a combination of fixed routes and on demand service. Most residents do not leave campus on a regular basis. CVM provides three meals a day except Sunday. Prescriptions are delivered along with grocery deliveries. Many residents never leave campus except for vacations.

Emergency Vehicle Access

The project proposes maintaining the existing access points; emergency vehicles can access the site via Carmel Valley Manor and Los Arboles Drive. The project proposes for the south area of the

site an internal loop around the renovated parking lot. There would be no dead-ends roadways requiring turnaround space for emergency vehicles. The County's standard for emergency vehicle access is a road width minimum of two nine-foot traffic lanes providing two-way traffic flow and driveway not less than 12 feet unobstructed. Any internal roadway modifications proposed by the project would be designed to meet County Standards.

Conclusion

The transportation study for the Carmel Valley Manor resulted in the following conclusions:

- Based on the Carmel Valley Master Plan standards, all study intersections would continue to operate at acceptable level of service and do not meet thresholds warranting signalization.
- Any internal roadway modifications proposed by the project would be designed to meet County Standards.

Figure 1
Site Location and Study Intersections

Figure 2
Site Plan

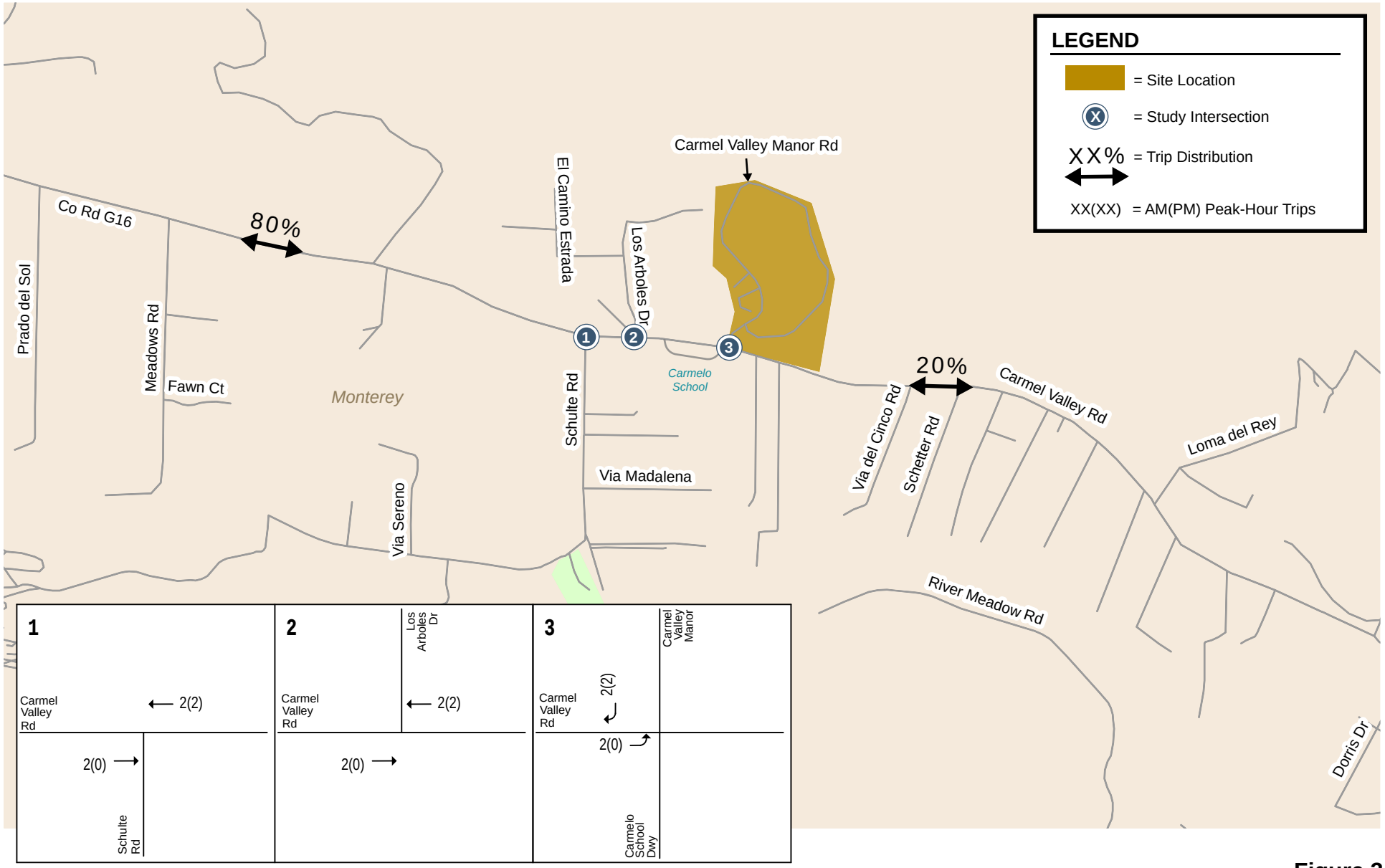


Figure 3
Project Trip Distribution and Project Trip Assignment

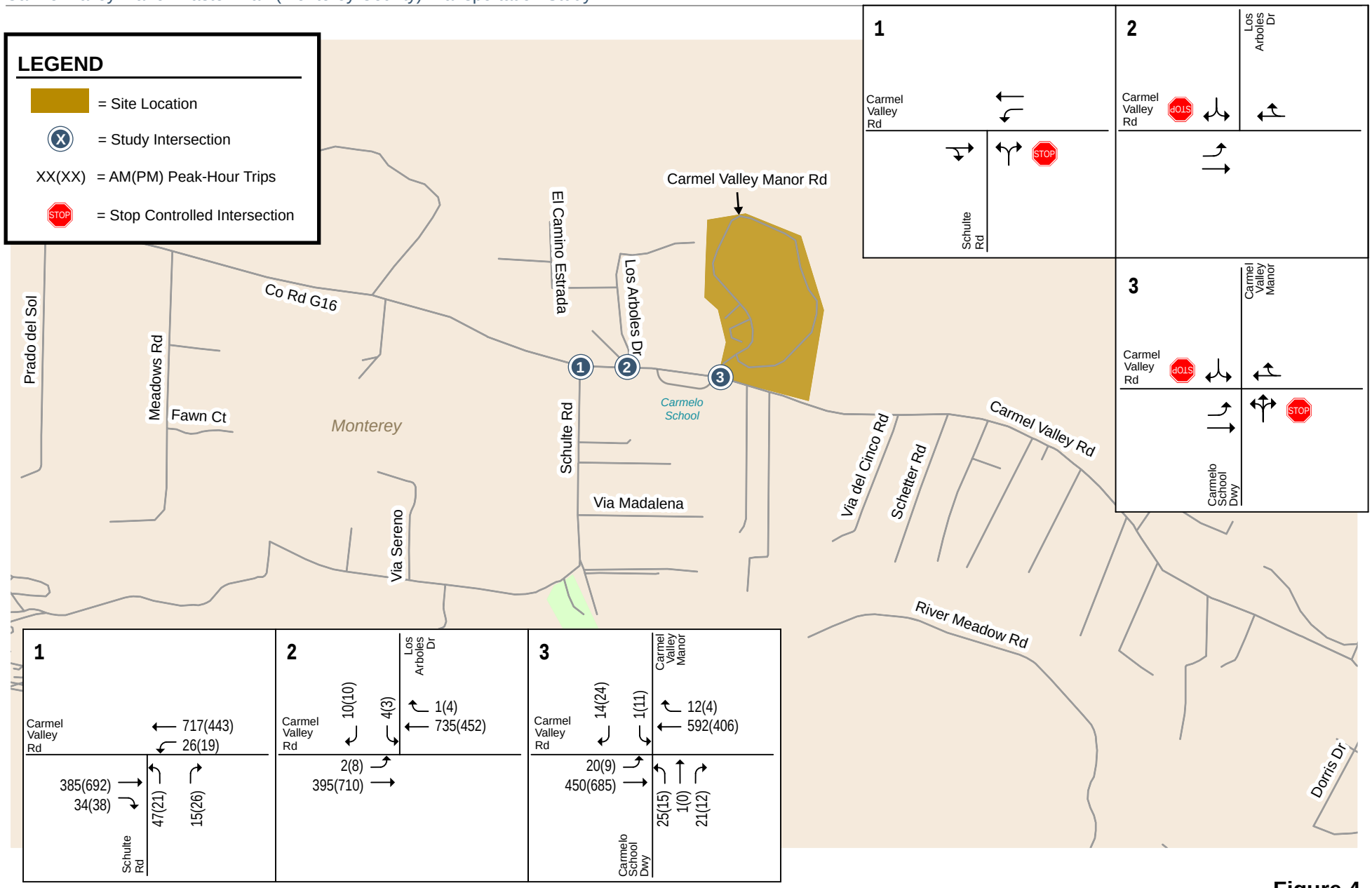


Figure 4
Existing Traffic Volumes and Lane Configurations

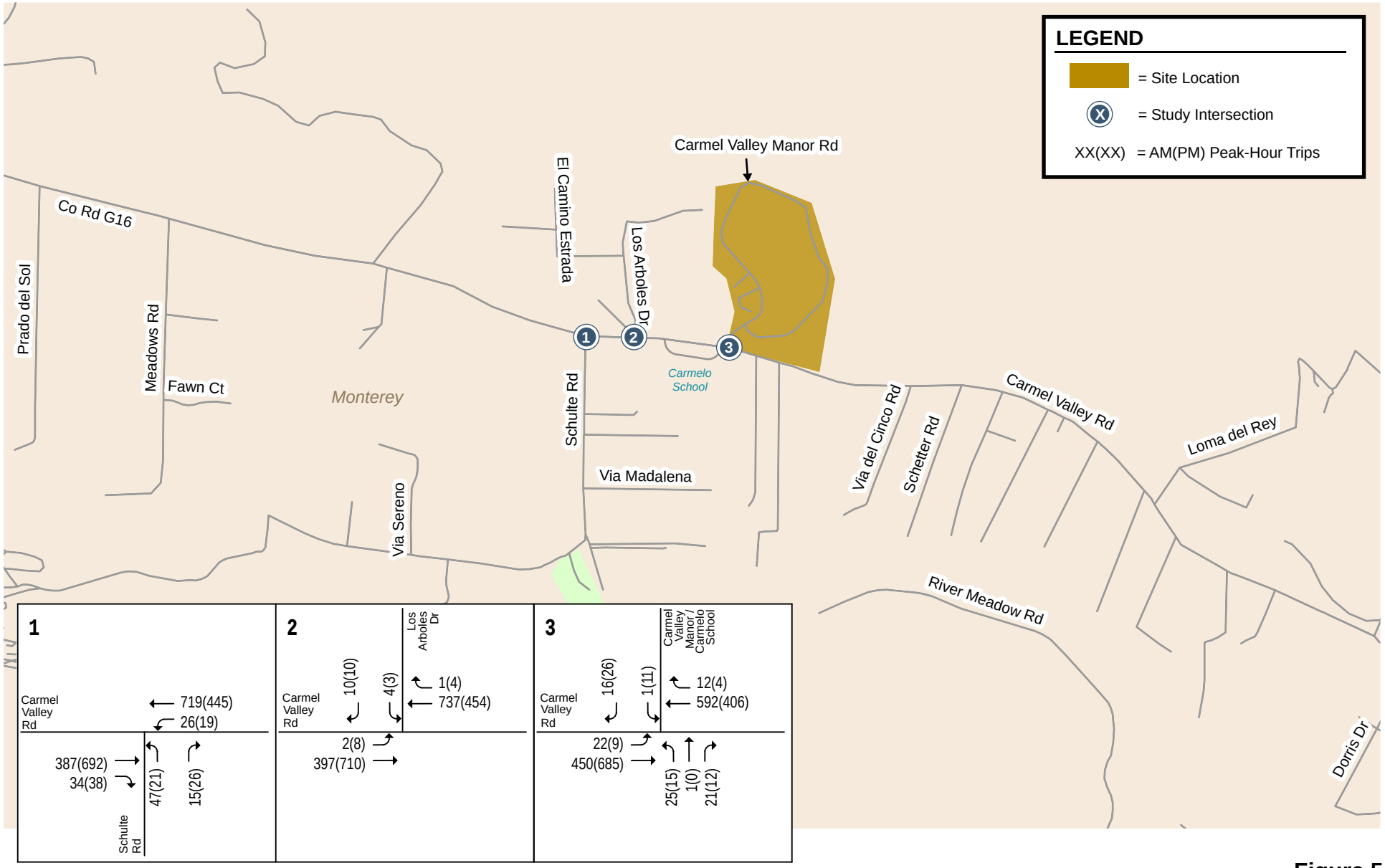


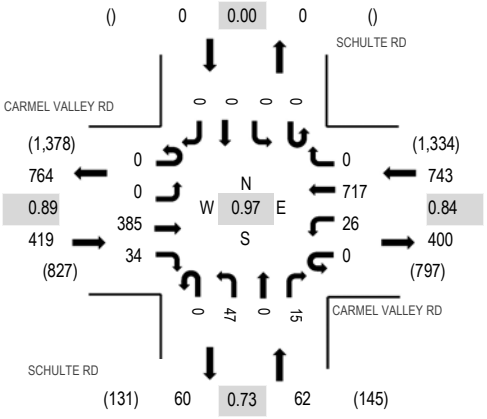
Figure 5
Existing Plus Project Traffic Volumes

NORTH
Not to Scale

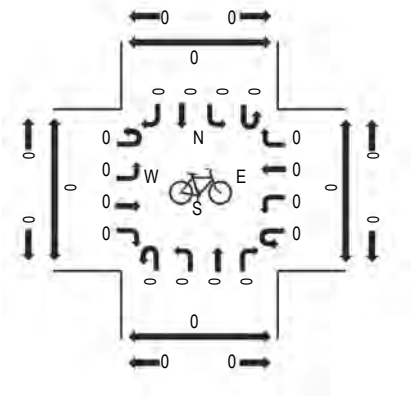
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SCHULTE RD & CARMEL VALLEY RD AM
Date: Tuesday, March 11, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

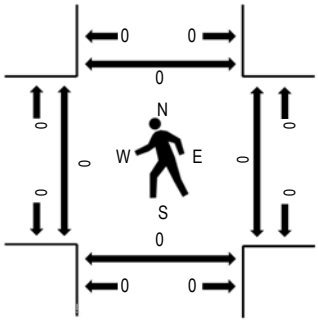
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CARMEL VALLEY RD Eastbound				CARMEL VALLEY RD Westbound				SCHULTE RD Northbound				SCHULTE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	42	3	0	3	96	0	0	11	0	2	0	0	0	0	157	1,093	0	0	0	0
7:15 AM	0	0	68	6	0	4	218	0	0	16	0	3	0	0	0	0	315	1,224	0	0	0	0
7:30 AM	0	0	76	6	0	1	220	0	0	6	0	2	0	0	0	0	311	1,214	0	0	0	0
7:45 AM	0	0	107	14	0	9	162	0	0	13	0	5	0	0	0	0	310	1,184	0	0	0	0
8:00 AM	0	0	134	8	0	12	117	0	0	12	0	5	0	0	0	0	288	1,213	0	0	0	0
8:15 AM	0	0	122	9	0	12	137	0	0	12	0	13	0	0	0	0	305		0	0	0	0
8:30 AM	0	0	97	15	0	6	148	0	0	12	0	3	0	0	0	0	281		0	0	0	0
8:45 AM	0	0	108	12	0	11	178	0	0	20	0	10	0	0	0	0	339		0	0	0	0

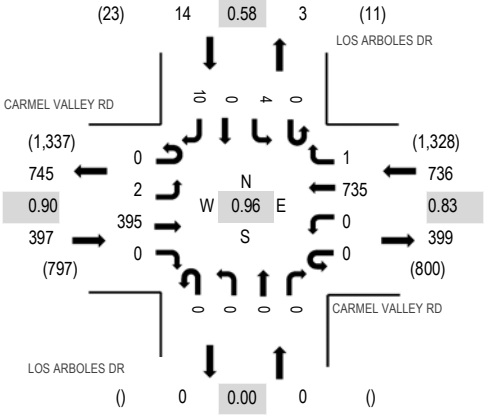
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Lights	0	0	370	34	0	26	699	0	0	47	0	15	0	0	0	0	1,191
Mediums	0	0	14	0	0	0	15	0	0	0	0	0	0	0	0	0	29
Total	0	0	385	34	0	26	717	0	0	47	0	15	0	0	0	0	1,224

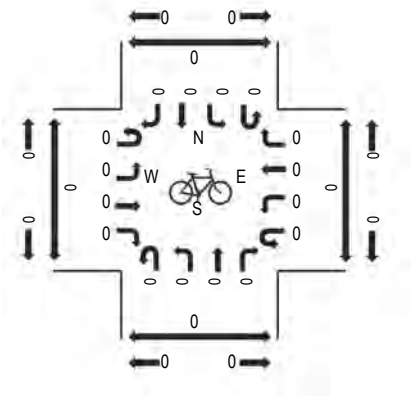
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LOS ARBOLES DR & CARMEL VALLEY RD AM
Date: Tuesday, March 11, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

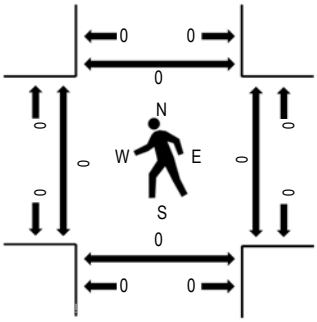
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CARMEL VALLEY RD Eastbound				CARMEL VALLEY RD Westbound				LOS ARBOLES DR Northbound				LOS ARBOLES DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	45	0	0	0	99	0	0	0	0	0	0	1	0	1	146	1,023	0	0	0	0
7:15 AM	0	0	71	0	0	0	220	0	0	0	0	0	0	0	0	2	293	1,147	0	0	0	0
7:30 AM	0	0	78	0	0	0	220	1	0	0	0	0	0	1	0	0	300	1,138	0	0	0	0
7:45 AM	0	1	110	0	0	0	167	0	0	0	0	0	0	0	0	6	284	1,093	0	0	0	0
8:00 AM	0	1	136	0	0	0	128	0	0	0	0	0	0	3	0	2	270	1,125	0	0	0	0
8:15 AM	0	0	136	0	0	0	146	2	0	0	0	0	0	0	0	0	284		0	0	0	0
8:30 AM	0	0	101	0	0	0	150	1	0	0	0	0	0	0	0	3	255		0	0	0	0
8:45 AM	0	3	115	0	0	0	192	2	0	0	0	0	0	3	0	1	316		0	0	0	0

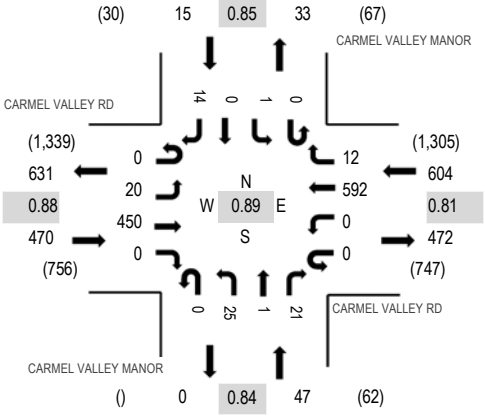
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Lights	0	2	380	0	0	0	717	1	0	0	0	0	0	4	0	10	1,114
Mediums	0	0	14	0	0	0	15	0	0	0	0	0	0	0	0	0	29
Total	0	2	395	0	0	0	735	1	0	0	0	0	0	4	0	10	1,147

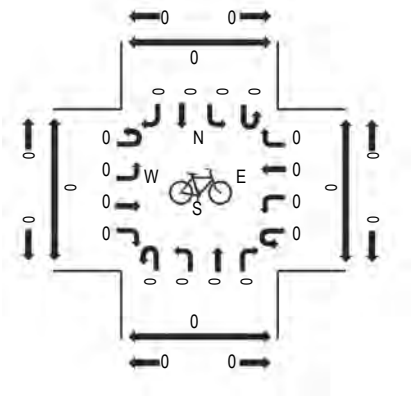
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CARMEL VALLEY MANOR & CARMEL VALLEY RD AM
Date: Tuesday, March 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

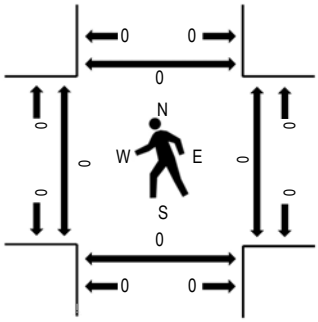
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CARMEL VALLEY RD Eastbound				CARMEL VALLEY RD Westbound				CARMEL VALLEY MANOR Northbound				CARMEL VALLEY MANOR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	39	0	0	0	103	3	0	0	0	0	0	1	0	2	155	1,017	0	0	0	0
7:15 AM	0	5	58	0	0	0	209	5	0	6	0	1	0	0	0	4	288	1,129	0	0	0	0
7:30 AM	0	2	71	0	0	0	217	3	0	0	0	0	0	2	0	1	296	1,135	0	0	0	0
7:45 AM	0	3	101	0	0	0	155	6	0	6	0	2	0	0	0	5	278	1,096	0	0	0	0
8:00 AM	0	7	122	0	0	0	120	2	0	5	0	7	0	0	0	4	267	1,136	0	0	0	0
8:15 AM	0	9	124	0	0	0	146	4	0	4	0	4	0	0	0	3	294		0	0	0	0
8:30 AM	0	2	93	0	0	0	141	3	0	7	1	5	0	0	0	5	257		0	0	0	0
8:45 AM	0	2	111	0	0	0	185	3	0	9	0	5	0	1	0	2	318		0	0	0	0

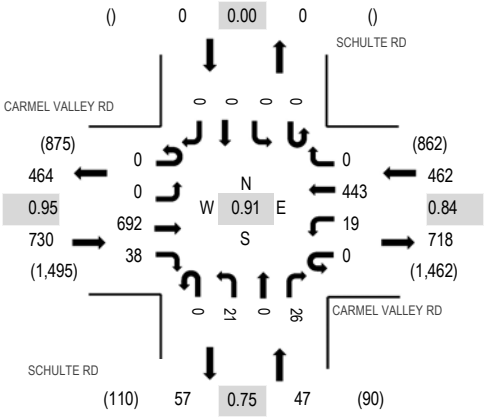
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights	0	19	430	0	0	0	581	10	0	25	1	20	0	1	0	11	1,098
Mediums	0	1	17	0	0	0	11	2	0	0	0	1	0	0	0	3	35
Total	0	20	450	0	0	0	592	12	0	25	1	21	0	1	0	14	1,136

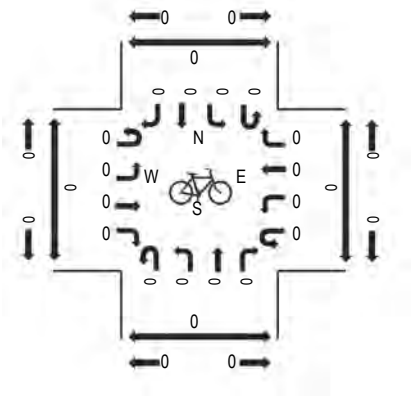
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SCHULTE RD & CARMEL VALLEY RD PM
Date: Tuesday, March 11, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

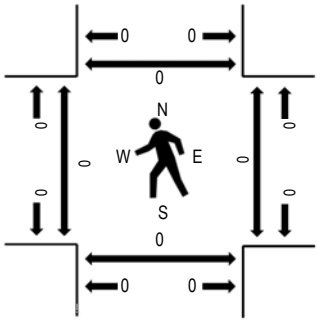
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CARMEL VALLEY RD Eastbound				CARMEL VALLEY RD Westbound				SCHULTE RD Northbound				SCHULTE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	180	11	0	5	110	0	0	10	0	3	0	0	0	0	319	1,239	0	0	0	0
4:15 PM	0	0	162	7	0	6	95	0	0	1	0	10	0	0	0	0	281	1,208	0	0	0	0
4:30 PM	0	0	178	11	0	2	135	0	0	4	0	9	0	0	0	0	339	1,237	0	0	0	0
4:45 PM	0	0	172	9	0	6	103	0	0	6	0	4	0	0	0	0	300	1,187	0	0	0	0
5:00 PM	0	0	173	8	0	4	86	0	0	12	0	5	0	0	0	0	288	1,208	0	0	0	0
5:15 PM	0	0	183	11	0	4	101	0	0	10	0	1	0	0	0	0	310		0	0	0	0
5:30 PM	0	0	179	9	0	3	89	0	0	2	0	7	0	0	0	0	289		0	0	0	0
5:45 PM	1	0	192	9	0	5	108	0	0	2	0	4	0	0	0	0	321		0	0	0	0

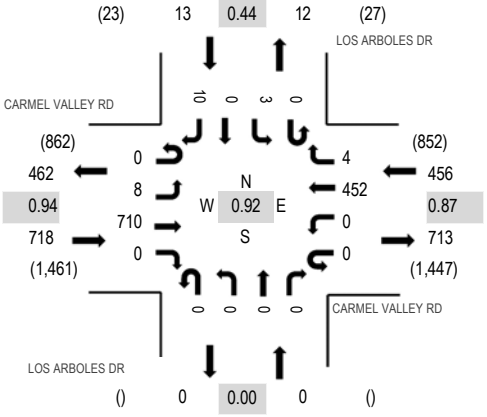
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	687	38	0	19	433	0	0	21	0	25	0	0	0	0	1,223
Mediums	0	0	5	0	0	0	10	0	0	0	0	1	0	0	0	0	16
Total	0	0	692	38	0	19	443	0	0	21	0	26	0	0	0	0	1,239

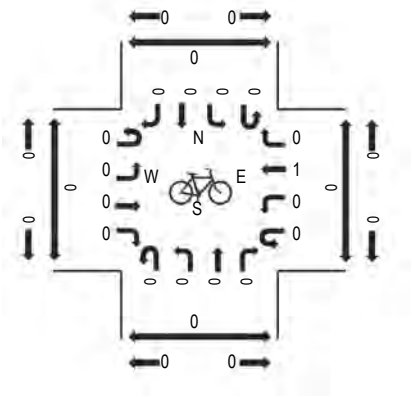
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LOS ARBOLES DR & CARMEL VALLEY RD PM
Date: Tuesday, March 11, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

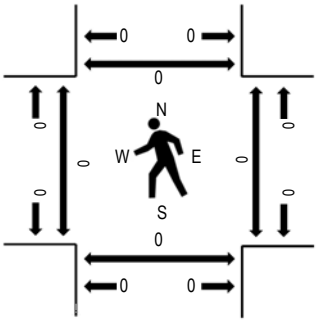
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CARMEL VALLEY RD Eastbound				CARMEL VALLEY RD Westbound				LOS ARBOLES DR Northbound				LOS ARBOLES DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	178	0	0	0	115	0	0	0	0	0	0	1	0	2	297	1,187	0	0	0	0
4:15 PM	0	2	173	0	0	0	98	1	0	0	0	0	0	1	0	0	275	1,162	0	0	0	0
4:30 PM	0	1	184	0	0	0	130	1	0	0	0	0	0	1	0	7	324	1,172	0	0	0	0
4:45 PM	0	4	175	0	0	0	109	2	0	0	0	0	0	0	0	1	291	1,129	0	0	0	0
5:00 PM	0	3	173	0	0	0	93	1	0	0	0	0	0	1	0	1	272	1,149	0	0	0	0
5:15 PM	0	5	179	0	0	0	97	1	0	0	0	0	0	0	0	3	285		0	0	0	0
5:30 PM	0	1	185	0	0	0	91	1	0	0	0	0	0	1	0	2	281		0	0	0	0
5:45 PM	0	3	194	0	0	0	112	0	0	0	0	0	0	1	0	1	311		0	0	0	0

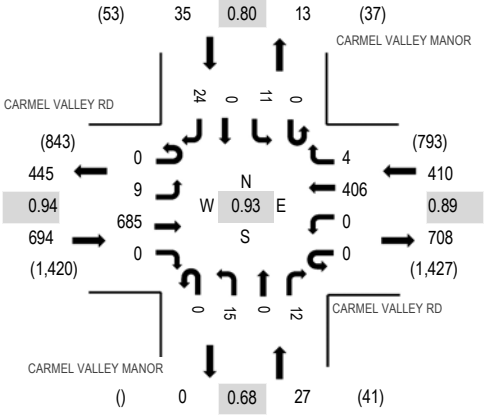
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	8	704	0	0	0	442	4	0	0	0	0	0	3	0	10	1,171
Mediums	0	0	6	0	0	0	10	0	0	0	0	0	0	0	0	0	16
Total	0	8	710	0	0	0	452	4	0	0	0	0	0	3	0	10	1,187

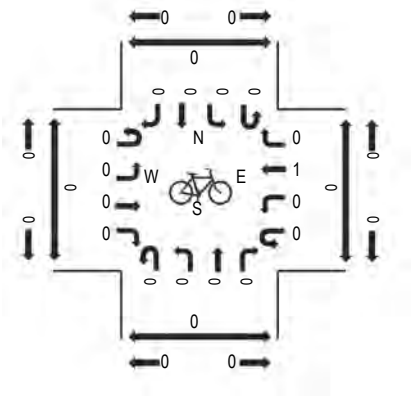
(303) 216-2439
www.alltrafficdata.net

Location: 3 CARMEL VALLEY MANOR & CARMEL VALLEY RD PM
Date: Tuesday, March 11, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

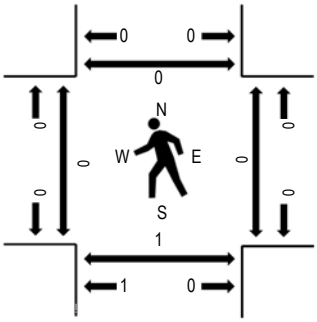
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CARMEL VALLEY RD Eastbound				CARMEL VALLEY RD Westbound				CARMEL VALLEY MANOR Northbound				CARMEL VALLEY MANOR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	171	0	0	0	103	3	0	5	0	5	0	3	0	7	300	1,166	0	0	0	0
4:15 PM	0	3	168	0	0	0	84	1	0	2	0	4	0	3	0	7	272	1,135	0	0	1	0
4:30 PM	0	2	178	0	0	0	115	0	0	4	0	2	0	4	0	7	312	1,144	0	0	0	0
4:45 PM	0	1	168	0	0	0	104	0	0	4	0	1	0	1	0	3	282	1,116	0	0	0	0
5:00 PM	0	5	165	0	0	0	91	2	0	1	0	1	0	4	0	0	269	1,141	0	0	0	0
5:15 PM	0	1	175	0	0	0	94	2	0	1	0	1	0	1	0	6	281		0	0	0	0
5:30 PM	0	6	181	0	0	0	88	1	0	5	0	1	0	2	0	0	284		0	0	0	0
5:45 PM	0	6	187	0	0	0	104	1	0	4	0	0	0	1	0	4	307		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	680	0	0	0	398	3	0	15	0	12	0	11	0	23	1,151
Mediums	0	0	5	0	0	0	8	1	0	0	0	0	0	0	0	1	15
Total	0	9	685	0	0	0	406	4	0	15	0	12	0	11	0	24	1,166

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	385	34	26	717	47	15
Future Vol, veh/h	385	34	26	717	47	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	397	35	27	739	48	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	1207	414
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	793	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1128	-	202	638
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1128	-	198	638
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	25.68
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	1128	-
HCM Lane V/C Ratio	0.269	-	-	0.024	-
HCM Ctrl Dly (s/v)	25.7	-	-	8.3	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	395	735	1	4	10
Future Vol, veh/h	2	395	735	1	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	411	766	1	4	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	767	0	-	0	1182	766
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	847	-	-	-	210	403
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	847	-	-	-	209	403
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	16.85
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	847	-	-	-	318
HCM Lane V/C Ratio	0.002	-	-	-	0.046
HCM Ctrl Dly (s/v)	9.3	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	450	0	0	592	12	25	1	21	1	0	14
Future Vol, veh/h	20	450	0	0	592	12	25	1	21	1	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	506	0	0	665	13	28	1	24	1	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	679	0	-	-	-	0	1216	1229	506	1223	1222	672
Stage 1	-	-	-	-	-	-	551	551	-	672	672	-
Stage 2	-	-	-	-	-	-	665	679	-	551	551	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	913	-	0	0	-	-	158	178	567	156	179	456
Stage 1	-	-	0	0	-	-	519	516	-	445	455	-
Stage 2	-	-	0	0	-	-	449	451	-	519	516	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	913	-	-	-	-	-	149	173	567	145	175	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	173	-	145	175	-
Stage 1	-	-	-	-	-	-	506	503	-	445	455	-
Stage 2	-	-	-	-	-	-	434	451	-	484	503	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0	26.1	14.42
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	223	913	-	-	-	399
HCM Lane V/C Ratio	0.237	0.025	-	-	-	0.042
HCM Ctrl Dly (s/v)	26.1	9	-	-	-	14.4
HCM Lane LOS	D	A	-	-	-	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	692	38	19	443	21	26
Future Vol, veh/h	692	38	19	443	21	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	760	42	21	487	23	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	802	0	1310	781
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	529	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	821	-	175	395
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	591	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	821	-	171	395
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.39	23.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	249	-	-	821	-
HCM Lane V/C Ratio	0.207	-	-	0.025	-
HCM Ctrl Dly (s/v)	23.2	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	710	452	4	3	10
Future Vol, veh/h	8	710	452	4	3	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	772	491	4	3	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	496	0	-	0	1283	493
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	789	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1068	-	-	-	182	576
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1068	-	-	-	181	576
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.09	0	14.77
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1068	-	-	-	383
HCM Lane V/C Ratio	0.008	-	-	-	0.037
HCM Ctrl Dly (s/v)	8.4	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	685	0	0	406	4	15	0	12	11	0	24
Future Vol, veh/h	9	685	0	0	406	4	15	0	12	11	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	737	0	0	437	4	16	0	13	12	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	-	-	-	0	1192	1197	737	1195	1195	439
Stage 1	-	-	-	-	-	-	756	756	-	439	439	-
Stage 2	-	-	-	-	-	-	437	441	-	756	756	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1119	-	0	0	-	-	164	186	419	163	186	618
Stage 1	-	-	0	0	-	-	400	416	-	597	578	-
Stage 2	-	-	0	0	-	-	598	577	-	400	416	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1119	-	-	-	-	-	156	184	419	157	185	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	184	-	157	185	-
Stage 1	-	-	-	-	-	-	397	413	-	597	578	-
Stage 2	-	-	-	-	-	-	573	577	-	385	413	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0	24.24	17.69
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	216	1119	-	-	-	321
HCM Lane V/C Ratio	0.134	0.009	-	-	-	0.117
HCM Ctrl Dly (s/v)	24.2	8.2	-	-	-	17.7
HCM Lane LOS	C	A	-	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	386	34	26	718	47	15
Future Vol, veh/h	386	34	26	718	47	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	398	35	27	740	48	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	433	0	1209	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	794	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1127	-	202	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1127	-	197	637
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	25.75
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	1127	-
HCM Lane V/C Ratio	0.27	-	-	0.024	-
HCM Ctrl Dly (s/v)	25.8	-	-	8.3	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	396	736	1	4	10
Future Vol, veh/h	2	396	736	1	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	413	767	1	4	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	768	0	-	0	1184	767
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	846	-	-	-	209	402
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	846	-	-	-	209	402
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	16.87
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	846	-	-	-	318
HCM Lane V/C Ratio	0.002	-	-	-	0.046
HCM Ctrl Dly (s/v)	9.3	-	-	-	16.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	450	0	0	592	13	25	1	21	2	0	15
Future Vol, veh/h	22	450	0	0	592	13	25	1	21	2	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	506	0	0	665	15	28	1	24	2	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	-	-	-	0	1220	1235	506	1228	1228	672
Stage 1	-	-	-	-	-	-	555	555	-	672	672	-
Stage 2	-	-	-	-	-	-	665	680	-	556	555	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	913	-	0	0	-	-	157	176	567	155	178	455
Stage 1	-	-	0	0	-	-	516	513	-	445	454	-
Stage 2	-	-	0	0	-	-	449	451	-	516	513	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	913	-	-	-	-	-	147	172	567	143	173	455
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	172	-	143	173	-
Stage 1	-	-	-	-	-	-	502	499	-	445	454	-
Stage 2	-	-	-	-	-	-	433	451	-	480	499	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.42	0	26.38	15.48
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	221	913	-	-	-	363
HCM Lane V/C Ratio	0.239	0.027	-	-	-	0.053
HCM Ctrl Dly (s/v)	26.4	9.1	-	-	-	15.5
HCM Lane LOS	D	A	-	-	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	695	38	19	444	21	26
Future Vol, veh/h	695	38	19	444	21	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	764	42	21	488	23	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	805	0	1314	785
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	819	-	174	393
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	591	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	170	393
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.39	23.32
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	248	-	-	819	-
HCM Lane V/C Ratio	0.209	-	-	0.025	-
HCM Ctrl Dly (s/v)	23.3	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	713	453	4	3	10
Future Vol, veh/h	8	713	453	4	3	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	775	492	4	3	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	497	0	-	0	1287	495
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	792	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1067	-	-	-	181	575
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1067	-	-	-	180	575
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	446	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.09	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1067	-	-	-	381
HCM Lane V/C Ratio	0.008	-	-	-	0.037
HCM Ctrl Dly (s/v)	8.4	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

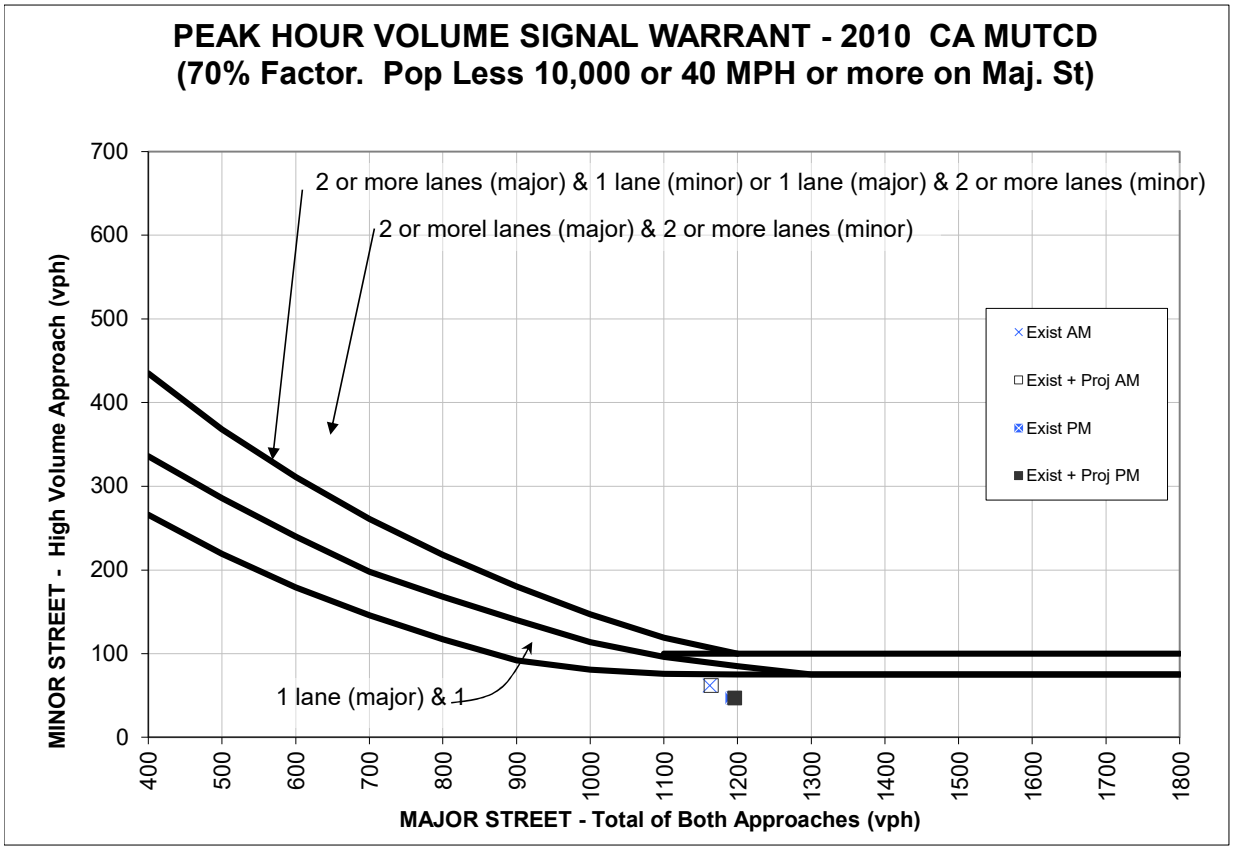
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	685	0	0	406	5	15	0	12	12	0	27
Future Vol, veh/h	10	685	0	0	406	5	15	0	12	12	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	737	0	0	437	5	16	0	13	13	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	-	-	-	0	1195	1200	737	1197	1197	439
Stage 1	-	-	-	-	-	-	758	758	-	439	439	-
Stage 2	-	-	-	-	-	-	437	442	-	758	758	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1118	-	0	0	-	-	163	185	419	163	186	618
Stage 1	-	-	0	0	-	-	399	415	-	596	578	-
Stage 2	-	-	0	0	-	-	598	576	-	399	415	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1118	-	-	-	-	-	154	183	419	156	184	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	183	-	156	184	-
Stage 1	-	-	-	-	-	-	395	411	-	596	578	-
Stage 2	-	-	-	-	-	-	570	576	-	383	411	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0	24.41	17.78
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	214	1118	-	-	-	323
HCM Lane V/C Ratio	0.135	0.01	-	-	-	0.13
HCM Ctrl Dly (s/v)	24.4	8.3	-	-	-	17.8
HCM Lane LOS	C	A	-	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	-	0.4

#1 - Carmel Valley Rd & Schulte Rd



* NOTE: 100 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD - Over 40 MPH

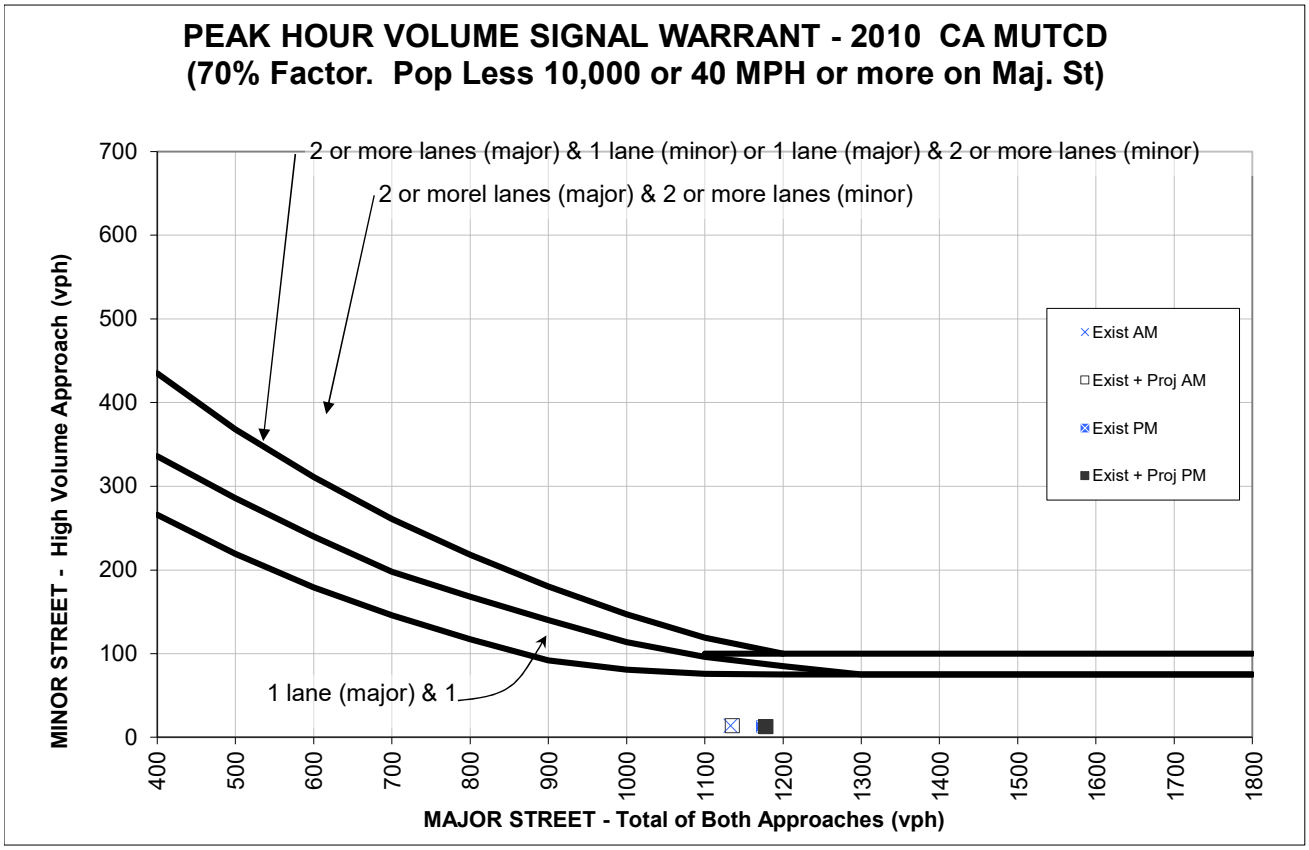
AM Peak Hour Volumes

		Approach Lanes: One	Approach Lanes: 2 or More	Exist AM	Exist + Proj AM			
Major Street - Both Approaches	Carmel Valley Rd		x	1162	1164			
Minor Street - Highest Approach	Schulte Road	x		62	62			
Warrant Met?				NO	NO			

PM Peak Hour Volumes

		Approach Lanes: One	Approach Lanes: 2 or More	Exist PM	Exist + Proj PM			
Major Street - Both Approaches	Carmel Valley Rd		x	1192	1196			
Minor Street - Highest Approach	Schulte Road	x		47	47			
Warrant Met?				NO	NO			

#2 - Carmel Valley Rd & Los Arboles Dr



* NOTE: 100 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD - Over 40 MPH

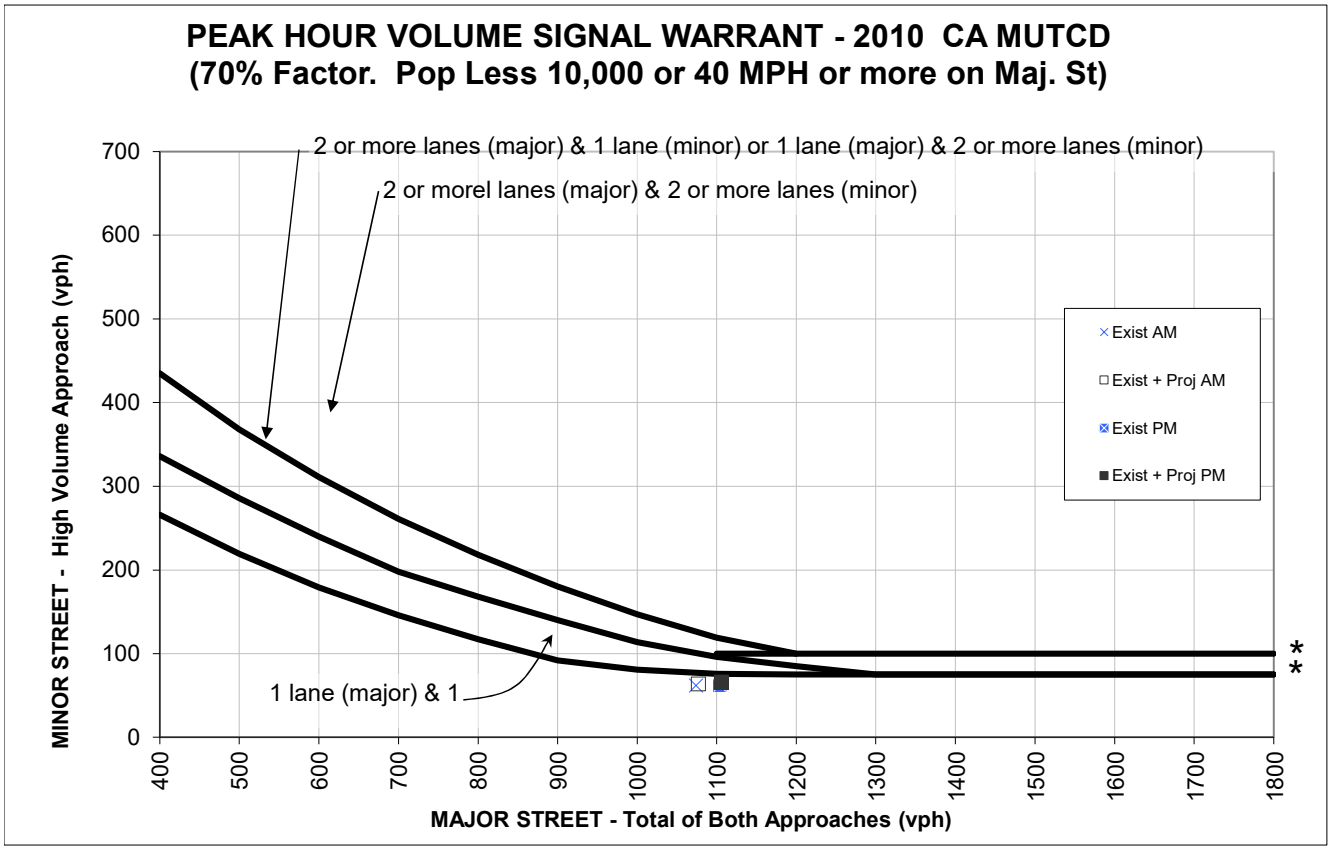
AM Peak Hour Volumes

		Approach Lanes: One	Approach Lanes: 2 or More	Exist AM	Exist + Proj AM			
Major Street - Both Approaches	Carmel Valley Rd		x	1133	1135			
Minor Street - Highest Approach	Los Arboles Dr	x		14	14			
	Warrant Met?			NO	NO			

PM Peak Hour Volumes

		Approach Lanes: One	Approach Lanes: 2 or More	Exist PM	Exist + Proj PM			
Major Street - Both Approaches	Carmel Valley Rd		x	1174	1178			
Minor Street - Highest Approach	Los Arboles Dr	x		13	13			
	Warrant Met?			NO	NO			

#3 - Carmel Valley Rd & Carmel Valley Manor



* NOTE: 100 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD - Over 40 MPH

AM Peak Hour Volumes

		Approach Lanes: One	Approach Lanes: 2 or More	Exist AM	Exist + Proj AM			
Major Street - Both Approaches	Carmel Valley Rd		x	1074	1077			
Minor Street - Highest Approach	Carmel Valley Manor	x		62	64			
	Warrant Met?			NO	NO			

PM Peak Hour Volumes

		Approach Lanes: One	Approach Lanes: 2 or More	Exist PM	Exist + Proj PM			
Major Street - Both Approaches	Carmel Valley Rd		x	1104	1106			
Minor Street - Highest Approach	Carmel Valley Manor	x		62	66			
	Warrant Met?			NO	NO			