UNIVERSITY OF CALIFORNIA, IRVINE
LONG RANGE DEVELOPMENT PLAN
2007 UPDATE

Traffic Study

May 2007

UNIVERSITY OF CALIFORNIA, IRVINE
LONG RANGE DEVELOPMENT PLAN 2007 UPDATE

TRAFFIC STUDY

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Chapter 1.0
INTRODUCTION

This traffic study addresses the 2007 update of the Long Range Development Plan (LRDP) for the University of California, Irvine (UCI). The purpose of the traffic analysis is to provide data for the Environmental Impact Report (EIR) being prepared for this update.

ANALYSIS SCOPE

The UCI campus is located in the southwest portion of the City of Irvine and is adjacent to the City of Newport Beach. UCI is generally bounded by Campus Drive and Jamboree Road to the north, the San Joaquin Hills Transportation Corridor and MacArthur Boulevard to the west, Bonita Canyon Drive to the south, and Culver Drive to the east. Development of UCI is guided by the LRDP which establishes campus development goals and policies as well as the physical layout of land uses and infrastructure. The LRDP update being proposed at this time will address potential growth in campus population and development, including on-campus housing,

The existing UCI LRDP was adopted in 1989 and has been amended eight times, most notably in 1995 when LRDP circulation and open space elements were reconfigured to reflect changes in regional circulation patterns and to address campus and regional habitat and open space planning goals. The LRDP established a land use plan and physical planning framework to accommodate projected enrollment levels, additional academic facilities and housing, and the on-campus circulation system. The baseline (no-project) condition in this report assumes no growth on the campus beyond the existing (Spring 2005) population and level of development. This report evaluates proposed changes to the LRDP through 2025-26, including enrollment, housing, academic uses, and minor changes to the on-site circulation system.

The traffic analysis herein addresses both the on-campus circulation system and the roadway system in the surrounding community. Figure 1-1 identifies the study area used in this traffic analysis. The study area was determined by reviewing current commuter census data for UCI commuters, and by including all intersections analyzed for the 1995 LRDP amendment and all intersection and roadway link locations that local jurisdictions requested be analyzed during the EIR scoping process. The resulting study area includes areas within the Cities of Irvine and Newport Beach, and is bounded by I-405 to the north, Campus

Legend
- Study Area
- City Limits
- Project Location
- Analysis intersection outside of the study area

Figure 1-1

PROJECT SITE AND STUDY AREA

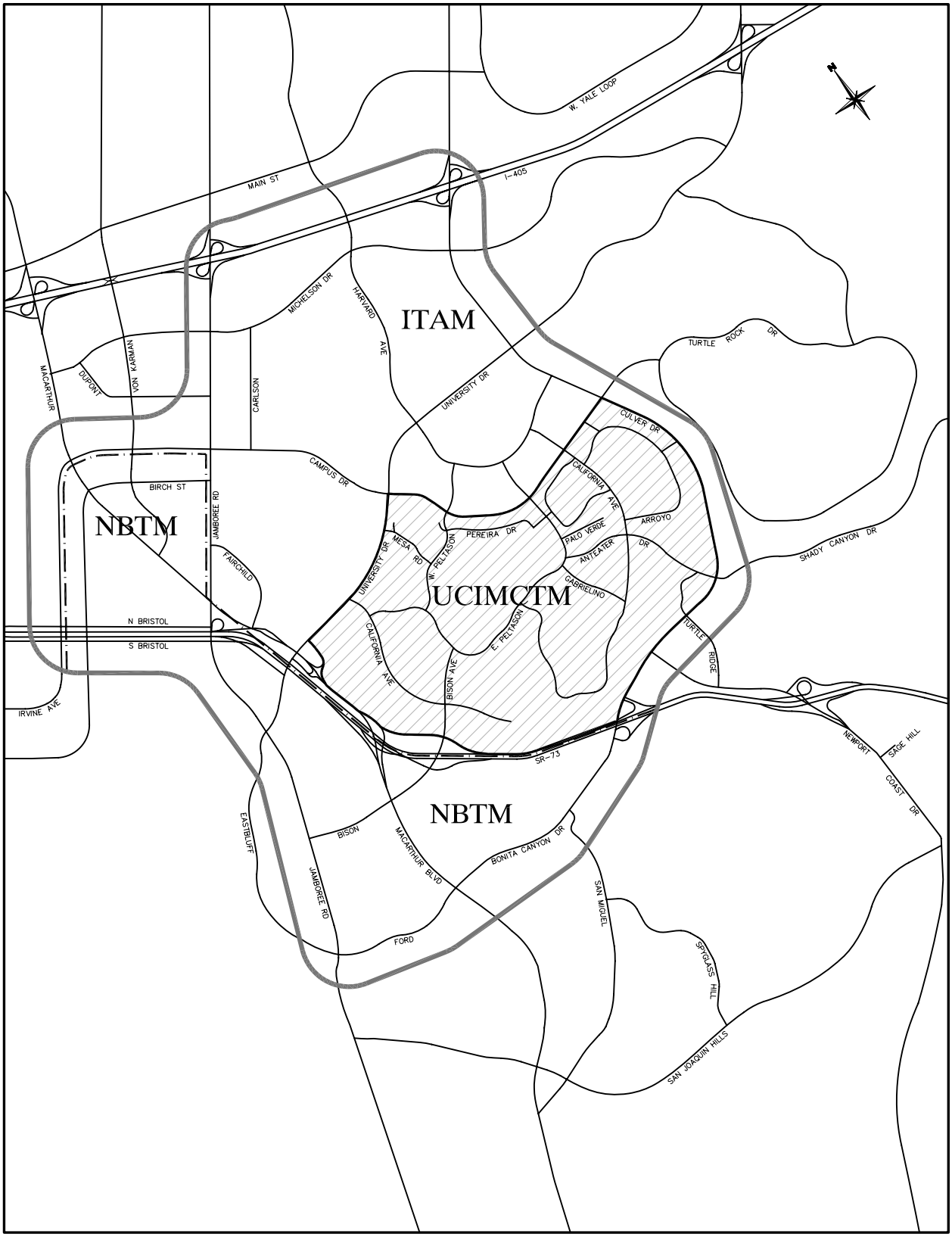
Drive and Jamboree Road to the west, Ford Road/Bonita Canyon Drive to the south, and Culver Drive to the east. Analyzed within the study area are the potential traffic impacts on the local circulation network resulting from full implementation of the proposed LRDP update.

This traffic analysis examines projected Year 2025 and Post-2025 conditions which assume full implementation of the 2007 LRDP. City of Irvine General Plan buildout traffic data is included in Post-2025 and City of Irvine Year 2025 projections are included in the Year 2025 analysis. City of Newport Beach General Plan buildout traffic data is assumed for Post-2025 and Year 2025. For the Post-2025 and Year 2025 scenarios, no-project (no growth) conditions are compared against the results of projected full implementation of the proposed 2007 LRDP ("ground-to-plan analysis"). Potentially significant impacts associated with the 2007 LRDP are identified, and measures are recommended to mitigate the impacts to a less-than-significant level.

METHODOLOGY

Traffic forecast data for this analysis was derived from three sources: the Irvine Transportation Analysis Model (ITAM), the Newport Beach Traffic Model (NBTM) and the UCI Main Campus Traffic Model (MCTM). The first two models are subarea derivatives of the Orange County Transportation Analysis Model (OCTAM) that is maintained by the Orange County Transportation Authority (OCTA). The third model is a specially derived, detailed forecasting procedure for the UCI Main Campus area. Figure 1-2 shows the areas where traffic forecast data was taken from each model.

The ITAM is the principal tool for transportation planning in the City of Irvine and is used to determine project impacts on roadways within the City (see Reference 2 for the traffic model technical documentation). The Post-2025 version of ITAM represents buildout of the City's General Plan and reflects Orange County Projections (OCP)-2004 Year 2030 demographic projections outside the City. The Year 2025 version of ITAM uses OCP-2004 Year 2025 demographic projections for areas outside the City. The circulation network assumed in the traffic analysis for Year 2025 includes existing (2006) improvements, committed improvements (e.g., fully funded), and improvements currently under construction. For Post-2025, uncommitted improvements identified in the General Plan are also assumed. For the present off-site analysis, the traffic forecasts in ITAM were refined to reflect "without project" conditions (i.e., existing UCI development) and full 2007 LRDP implementation.



Legend

Study Area — City Limits

ITAM - Irvine Transportation Analysis Model
NBTM - Newport Beach Traffic Model
UCIMCTM - UCI Main Campus Traffic Model

Figure 1-2

TRAFFIC FORECAST MODEL
SOURCE AREAS

The traffic forecasts within the City of Newport Beach portions of the study area are based on data taken from the City of Newport Beach General Plan Transportation Study (see Reference 4) using the Newport Beach Traffic Model (NBTM). The NBTM subarea model has been used for transportation planning applications within Newport Beach and adjacent unincorporated county areas. The traffic model technical documentation report for NBTM was produced in 2003 (see Reference 3), and the traffic forecasting methodology can be found in that document. Current land use assumptions for Newport Beach were derived from the recently completed General Plan Amendment (November 2006). The traffic volume differential between "without project" and "with project" identified using ITAM was subsequently applied to the NBTM model to forecast LRDP traffic volumes in the City of Newport Beach. Similar methodology was used to analyze project impacts and forecasts for Year 2025 since only Post-2025 data was provided in the City of Newport Beach General Plan Amendment.

The UCI MCTM is used for evaluating UCI's on-campus roadway system. This is a detailed traffic forecasting procedure designed to forecast future traffic volumes on the UCI Main Campus roadway system based on future campus land uses identified in the LRDP. The methodology embodied in the model addresses traffic from all campus activities (academic, housing, and research). Reference 5 provides a model description and validation report for the UCI MCTM. Additional information on the MCTM can be found in Appendix A.

PERFORMANCE CRITERIA

Table 1-1 summarizes the performance criteria used for evaluating project impacts in this traffic analysis. The purpose of the performance criteria is to specify target levels of service on the arterial highway system. Traffic levels of service (LOS) are designated "A" through "F." A general description of these LOS ranges can be found in Tables 1-2 and 1-3 for arterial highways and intersections, respectively.

Average daily traffic (ADT) volumes for study area roadway link locations are analyzed in Irvine only because Newport Beach does not have a performance standard for arterial roads. The analysis examines AM and PM peak hour volumes for study area intersections in Irvine and Newport Beach. Volumes and capacities are compared by means of intersection capacity utilization (ICU) values. Freeway ramps and mainline segments are also analyzed based on peak hour.

Table 1-1

PERFORMANCE CRITERIA FOR LOCATIONS ANALYZED WITHIN THE STUDY AREA

I. Arterial Roads

V/C Calculation Methodology

Level of service based on average daily traffic (ADT) volume/capacity (V/C) ratios and calculated using the following capacities:

City of Irvine

Major Arterial	8 lanes	72,000
	6 lanes	54,000
Primary Arterial	4 lanes	32,000
Secondary Arterial	4 lanes	28,000
Commuter*	2 lanes	18,000
Commuter	2 lanes	13,000

* Applies to Harvard Avenue between Michelson Drive and University Drive and Campus Drive between Carlson Avenue and University Drive at two lanes.

City of Newport Beach

Major Arterial	8 lanes	68,000
	6 lanes	51,000
Primary Arterial	4 lanes	34,000
Secondary Arterial	4 lanes	23,000
Commuter	2 lanes	10,000

UCI

Campus Primary	4 lanes	37,500
Campus Collector	4 lanes	25,000
Campus Collector	2 lanes	12,500
Campus Local	2 lanes	12,500

As required by the City of Irvine Link Capacity Analysis guidelines, arterial deficiencies identified based on ADT V/C ratios are to be further examined using peak hour data.

Performance Standard

City of Irvine

Arterials in Irvine Planning Area 33 (Spectrum 1) and Planning Area 36 (Irvine Business Complex/IBC): Level of Service "E" (peak hour V/C less than or equal to 1.00). All other arterials: Level of Service "D" (peak hour V/C less than or equal to 0.90).

City of Newport Beach

No performance standard specified for ADT V/C ratios.

Table 1-1 (cont.)
PERFORMANCE CRITERIA FOR LOCATIONS ANALYZED WITHIN THE STUDY AREA

I. Arterial Roads (cont.)

Mitigation Requirement

For arterial roads with a V/C greater than the acceptable level of service, mitigation of the project contribution is required to bring link location back to acceptable level of service where the deficiency is caused by the project or to no-project conditions or better for locations where the project adds to a deficient condition by .02 or greater for locations in the City of Irvine. Without a performance standard, no mitigation is required for arterial roads in the City of Newport Beach.

II. Intersections

V/C Calculation Methodology

Level of service based on peak hour intersection capacity utilization (ICU) values and calculated using the following assumptions:

City of Irvine, UCI

Saturation Flow Rate: 1,700 vehicles/hour/lane
Clearance Interval: .05
Right-Turn-On-Red Utilization Factor*: .75
* "De-facto" right-turn lane is assumed in the ICU calculation if 19 feet from edge to outside of through-lane exists and parking is prohibited during peak periods.

City of Newport Beach

Saturation Flow Rate: 1,600 vehicles/hour/lane
Clearance Interval: .00
Right-Turn-On-Red Utilization Factor*: .00
* "De-facto" right-turn lane is assumed in the ICU calculation if 19 feet from edge to outside of through-lane exists and parking is prohibited during peak periods.

Performance Standard

Intersections in Irvine Planning Area 36 (Irvine Business Complex/IBC): Level of Service "E" (peak hour ICU less than or equal to 1.00). All other intersections: Level of Service "D" (peak hour ICU less than or equal to .90).

Mitigation Requirement

For ICU greater than the acceptable level of service, mitigation of the project contribution is required to bring intersection back to acceptable level of service where the deficiency is caused by the project or to no-project conditions or better for locations where the project adds to a deficient condition by .02 or greater for locations in the City of Irvine and.01 or greater for locations in the City of Newport Beach.

Table 1-1 (cont.)
PERFORMANCE CRITERIA FOR LOCATIONS ANALYZED WITHIN THE STUDY AREA

III. Freeway/Tollway Ramps

V/C Calculation Methodology

Level of service based on peak hour V/C ratios and calculated using the following capacities:

Metered On-Ramps

A maximum capacity of 900 vehicles per hour (vph) for a one-lane metered on-ramp with only one mixed-flow lane at the meter.

A maximum capacity of 1,080 (20 percent greater than 900) vph for a one-lane metered on-ramp with one mixed-flow lane at the meter plus one high occupancy vehicle (HOV) preferential lane at the meter.

A maximum capacity of 1,500 vph for a one-lane metered on-ramp with two mixed-flow lanes at the meter.

A maximum capacity of 1,800 vph for a two-lane metered on-ramp with two mixed-flow lanes at the meter.

Toll Ramps (On-Ramps and Off-Ramps)

A maximum capacity of 1,500 vph for a one-lane toll ramp with one cash (stopped) lane and one FasTrak (unstopped) lane.

Non-Metered and Non-Tolled On-Ramps and Off-Ramps

A maximum capacity of 1,500 vph for a one-lane ramp.

A maximum capacity of 2,250 (50 percent greater than 1,500) vph for a two-lane on-ramp that tapers to one merge lane at or beyond the freeway mainline gore point and for a two-lane off-ramp with only one auxiliary lane.

A maximum capacity of 3,000 vph for a two-lane on-ramp that does not taper to one merge lane and for a two-lane off-ramp with two auxiliary lanes.

Performance Standard

Level of Service "E" (peak hour V/C less than or equal to 1.00).

Mitigation Requirement

For V/C greater than the acceptable level of service, mitigation of the project contribution is required to bring ramp back to acceptable level of service where the deficiency is caused by the project or to no-project conditions for locations where the project adds to a deficient condition by greater than .02.

Table 1-1 (cont.)
PERFORMANCE CRITERIA FOR LOCATIONS ANALYZED WITHIN THE STUDY AREA

IV. Freeway/Tollway Mainline Segments

V/C Calculation Methodology

Level of service to be based on peak hour V/C ratios calculated using the following capacities:

2,000 vehicles per hour per lane (vphpl) for mixed-flow (general purpose) lanes.
1,600 vphpl for a one-lane buffer-separated HOV facility.
1,750 vphpl for a two-lane buffer-separated HOV facility.

Performance Standard

Level of Service "E" (peak hour V/C less than or equal to 1.00).

Mitigation Requirement

For V/C greater than the acceptable level of service, mitigation of the project contribution is required to bring freeway/tollway mainline back to acceptable level of service where the deficiency is caused by the project or to no-project conditions for locations where the project adds to a deficient condition by greater than .03 (the impact threshold specified in the CMP).

Abbreviations: CMP – Orange County Congestion Management Program
HOV – High Occupancy Vehicle
UCI – University of California, Irvine

Table 1-2

LEVEL OF SERVICE DESCRIPTIONS – URBAN STREETS

The average travel speed along an urban street is the determinant of the operating level of service (LOS). The travel speed along a segment, section, or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections. The following general statements characterize LOS along urban streets and show the relationship to free flow speeds (FFS):

LOS	DESCRIPTION	PERCENT OF FFS
A	LOS "A" describes primarily free-flow operations at average travel speeds, usually about 90 percent of the FFS for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is normal.	90
B	LOS "B" describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. Vehicles are completely unimpeded in their ability to maneuver with the traffic stream. Control delay at signalized intersections is minimal.	70
C	LOS "C" describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted that at LOS "B" and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.	50
D	LOS "D" borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS "D" may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.	40
E	LOS "E" is characterized by significant delays and average travel speeds of 33 percent or less of the FFS. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	33
F	LOS "F" is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.	25

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council

Table 1-3

LEVEL OF SERVICE DESCRIPTIONS – SIGNALIZED INTERSECTIONS

Levels of service (LOS) for signalized intersections are defined in terms of control delay as follows:

LOS	DESCRIPTION	DELAY PER VEHICLE (secs)
A	LOS "A" describes operations with low control delay, up to 10 seconds per vehicle. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.	< 10
B	LOS "B" describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than the LOS "A", causing higher levels of delay.	10 – 20
C	LOS "C" describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.	20 – 35
D	LOS "D" describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS "D", the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35 – 55
E	LOS "E" describes operations with control delay greater than 55 and up to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent.	55 – 80
F	LOS "F" describes operations with control delay in excess of 80 seconds per vehicle. This level, considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high V/C ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.	> 80

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council

For Irvine, the target LOS is "D" or better, which is equivalent to a maximum ADT link volume/capacity (V/C) ratio of .90, and a maximum ICU value of .90. Consistent with City policy, an LOS "E" (1.00) or better is acceptable for locations within the Irvine Business Complex (IBC).

RELATIONSHIP TO OTHER STUDIES

Several other studies that have been carried out in this area are of relevance to the traffic analysis presented here. These can be summarized as follows:

UCI Mitigation Measure 123 Traffic Study (Reference 1) - This traffic study completed in 1992 analyzed LRDP off-site traffic impacts for the purpose of identifying equitable means of participating in transportation improvements in the adjacent area, in accordance with the terms of Mitigation Measure 123 adopted in the 1989 LRDP EIR. The 1989 UCI LRDP land use and circulation plans on which the Mitigation Measure 123 traffic study was based will be updated in the current UCI 2007 LRDP traffic study.

UCI LRDP Circulation and Open Space Amendment Traffic Study (Reference 6) - Completed in 1995, this report presented the results of a traffic impact analysis for an amendment to the 1989 LRDP involving revisions to campus land use and circulation. The preferred LRDP circulation plan evaluated in that study was approved by the University in 1996 and is the reference for the 2007 LRDP circulation assumptions in the present traffic study.

REFERENCES

1. "UCI Mitigation Measure 123 Traffic Study," Austin-Foust Associates, Inc., July 1992.

2. "Irvine Transportation Analysis Model (ITAM) 3.01 Primary Study Area Database Expansion Technical Supplement," Urban Crossroads, Inc., November 2001.

3. "Newport Beach Traffic Model (NBTM) 3.1 Technical Documentation Report," Urban Crossroads, Inc., December 2003.

4. "City of Newport Beach General Plan Transportation Study," Urban Crossroads, Inc., March 2006.

5. "UCI Main Campus Traffic Model, Traffic Model Description and Validation 2003 Update," Austin-Foust Associates, Inc., March 2003.

6. “University of California, Irvine, LRDP Circulation and Open Space Amendment Traffic Study,” Austin-Foust Associates, Inc., August 1995.

7. “2005 Traffic Volumes on the California State Highway System,” Caltrans.

Chapter 2.0
PROJECT DESCRIPTION

This chapter describes the 2007 Long Range Development Plan ("proposed project") including an overview and a discussion of trip generation and distribution.

OVERVIEW

The 2007 LRDP Land Use Plan is illustrated in Figure 2-1 and shows the land use distribution and internal circulation system proposed for the UCI campus. Compared with the previously adopted LRDP, changes proposed in the 2007 LRDP include an increase in student enrollment and other on-campus population segments, an increase in on-campus housing, an increase in proposed academic space, and minor land use changes. Only minor changes are proposed to the on-site circulation system previously identified in the 1995 LRDP Amendment.

Table 2-1 summarizes the basic land uses and enrollment levels for existing conditions, the current LRDP, and the proposed LRDP update. The existing on-campus student enrollment is approximately 23,200 students, not including self-funded graduate students and medical residents and interns who are seldom on campus. The current 1989 LRDP accommodates an on-campus enrollment of about 25,400 students. The proposed 2007 LRDP will accommodate an approximate on-campus enrollment of up to 35,300 students. On-campus student housing capacity is proposed to increase from an existing condition of approximately 11,000 beds to approximately 17,600 beds by 2025-26. Similarly, on-campus housing for faculty and staff is proposed to increase from an existing 1,108 dwelling units to nearly 1,700 units in the 2007 LRDP.

Changes are also proposed to land uses in the North Campus area. The 2007 LRDP will increase the capacity for North Campus housing from 300 dwelling units in the current LRDP to about 435 units in the proposed 2007 LRDP.

UCI's long-range circulation system under the 2007 LRDP is illustrated in Figure 2-2. Six major changes to the existing circulation system are proposed, as follows:

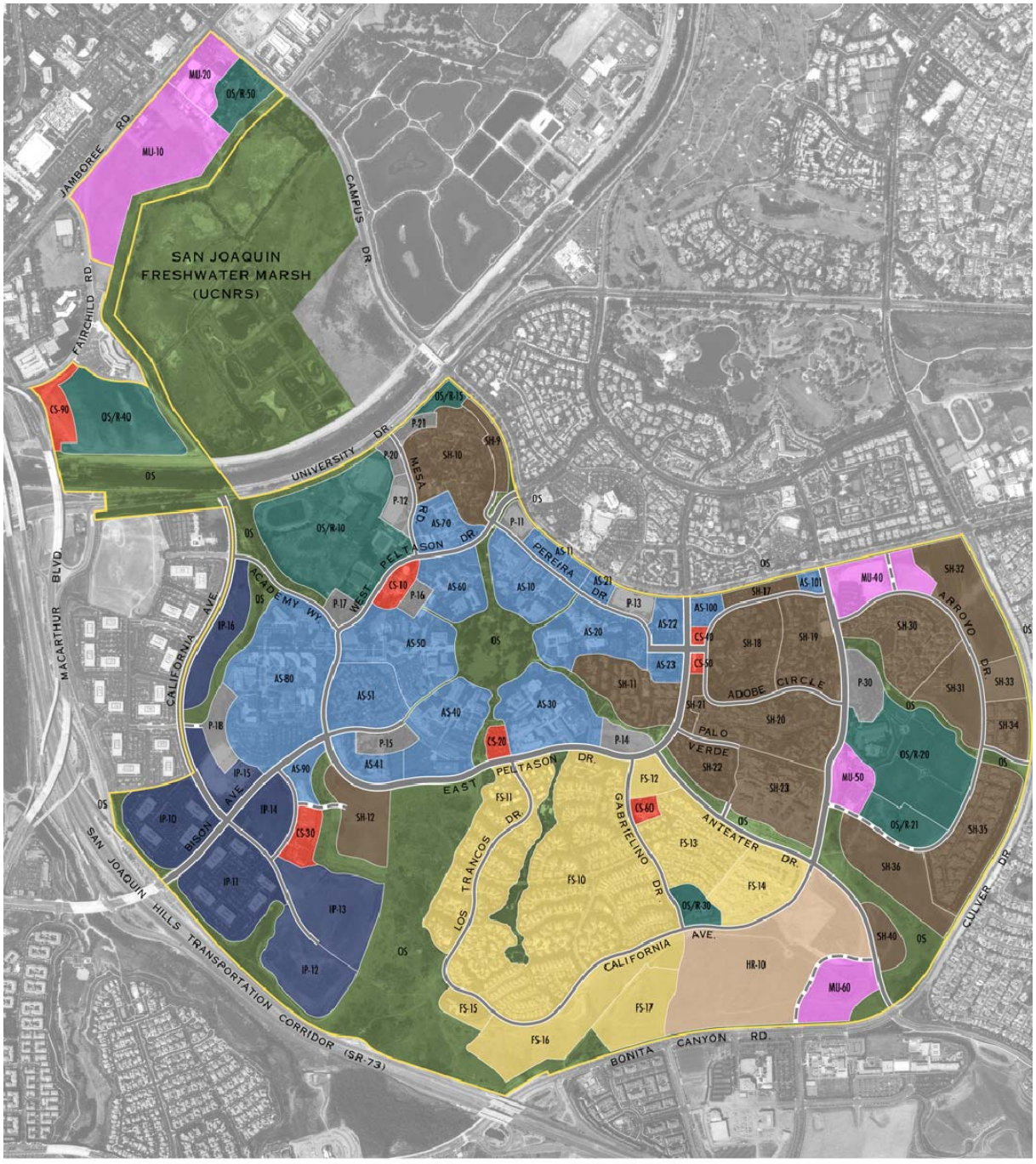


Figure 2-1

LONG RANGE DEVELOPMENT PLAN (LRDP)

Table 2-1

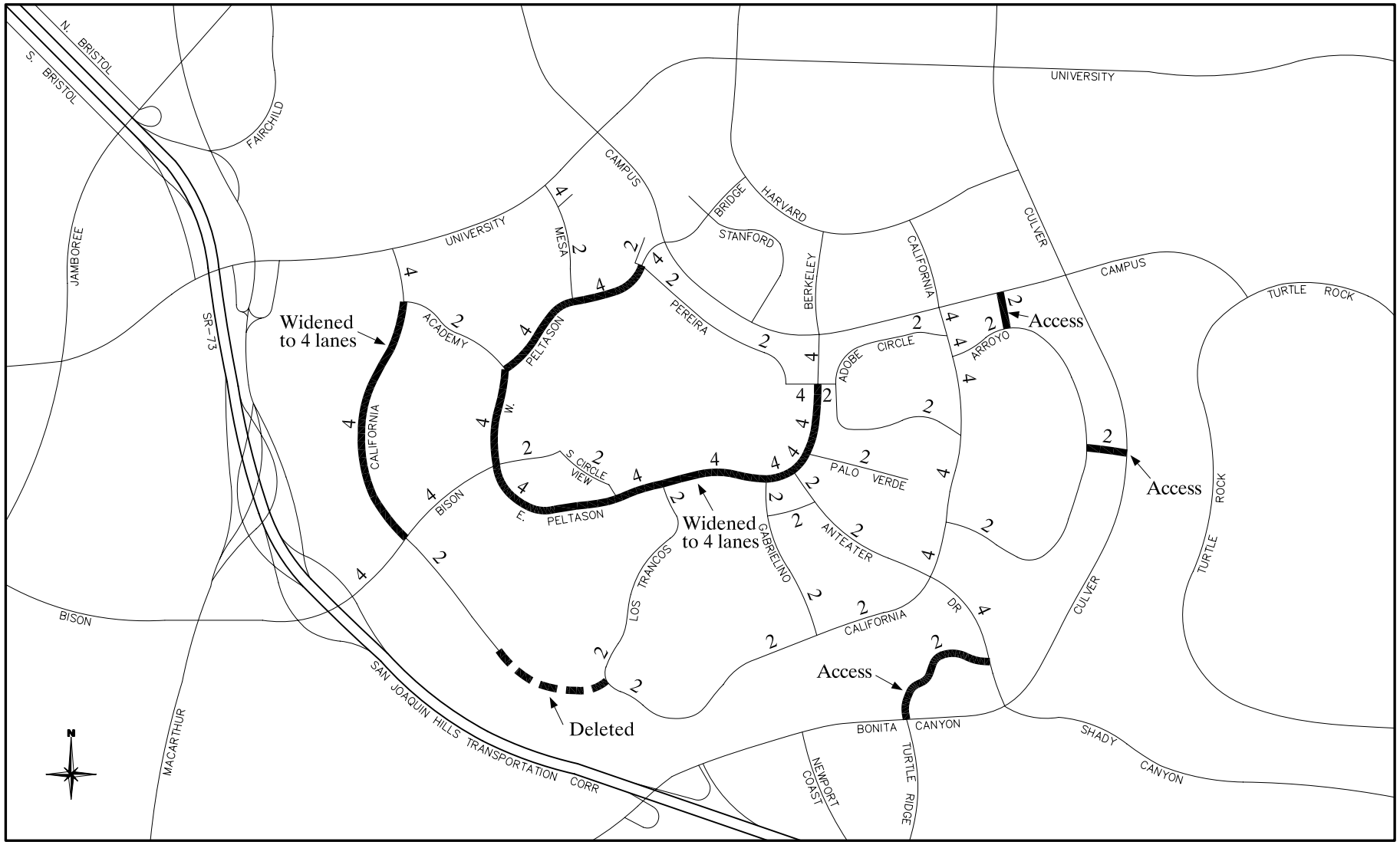
LAND USE AND ENROLLMENT LEVELS
- EXISTING, CURRENT LRDP, AND PROPOSED LRDP

	Units	AMOUNT		
		Existing	**Current LRDP**	**Proposed LRDP**
Land Use				
On-Site Student Housing	Beds	10,822	11,140	17,637
On-Site Faculty/Staff Housing	DU	1,108	1,100	1,688
Enrollment				
Student Commuters	--	12,333	14,251	17,687
Student Residents	--	10,822	11,140	17,637
Total Students*		**23,155**	**25,391**	**35,234**
Faculty/Staff Commuters	--	6,256	6,786	9,776
Faculty/Staff Residents	--	1,207	1,198	1,839
Total Faculty/Staff		**7,463**	**7,984**	**11,615**

Note: "Current LRDP" refers to the 1989 LRDP, as amended.

DU – Dwelling Unit

* Does not include self-funded graduate students and medical residents and interns who seldom are on campus and are not eligible for on-campus housing.



Legend

X Midblock Lanes

Figure 2-2

PROPOSED LRDP CIRCULATION SYSTEM

1. Widening of the existing two-lane sections of West and East Peltason Drive to four lanes, if needed to support on campus traffic.
2. Deletion of the extension of California Avenue through the UCI Ecological Reserve.
3. New access point from Campus Drive to Arroyo Drive.
4. Widening of California Avenue from Academy Way to Bison Avenue from two lanes to four lanes.
5. Connection to Culver Drive from Arroyo Drive.
6. Future access point at Bonita Canyon Drive/Turtle Ridge Drive.

TRIP GENERATION

Total trip generation for the proposed 2007 LRDP compared to existing conditions and the current LRDP is shown in Table 2-2. As shown, trips generated by the North Campus area (north of University Drive) are distinguished from those generated by the Main Campus (south of University Drive). The North Campus is proposed to contain mixed use development with land use and traffic characteristics more typical of the surrounding Irvine Business Complex. The Main Campus contains academic and research uses, and University related housing.

The trip generation estimates used in this traffic analysis are based on current commuting habits and patterns of the UCI community, and represent a conservative approximation of future conditions. UCI currently implements a comprehensive program of Transportation Demand Management (TDM) measures, including parking policies, transit systems, and alternative transportation incentives focused on reducing off-site trip generation. Expanded implementation of the TDM program as UCI implements the 2007 LRDP will likely result in a lower trip generation than is reflected in this analysis, and this would reduce impacts on the off-campus circulation network.

Tables 2-3 through 2-5 provide more detailed summaries of existing and future (both current LRDP and proposed 2007 LRDP) trip generation for the UCI campus. Excluded from these summaries are trips generated by City of Irvine Planning Area 25 (The Irvine Company-owned areas of University Research Park) that is located west of and immediately adjacent to the Main Campus. The trip generation estimates for the current LRDP are based on existing behavior with respect to commuter ridesharing and assume full achievement of the 1989 LRDP on-campus housing goals (i.e., 43 percent of student enrollment housed on campus and 1,100 dwelling units for faculty and staff). Trip generation for the proposed 2007 LRDP uses the same assumptions with respect to traffic behavior but also reflects potential increases in on-campus population and University housing as described in the updated plan.

Table 2-2

UCI TRIP GENERATION SUMMARY

Description	AM Peak Hour				PM Peak Hour				ADT
	In	Out	Total	% ADT	In	Out	Total	% ADT	
Existing									
Main Campus	2,953	1,830	4,783	6.3%	2,213	4,408	6,621	8.7%	75,756
North Campus	71	37	108	8.3%	48	71	119	9.1%	1,308
Total UCI	**3,024**	**1,867**	**4,891**	**6.3%**	**2,261**	**4,479**	**6,740**	**8.7%**	**77,064**
Current LRDP									
Main Campus	N/A	N/A	10,090	8.5%	N/A	N/A	9,850	8.3%	118,660
North Campus	N/A	N/A	1,010	9.6%	N/A	N/A	1,100	10.4%	10,540
Total UCI	**N/A**	**N/A**	**11,100**	**8.6%**	**N/A**	**N/A**	**10,950**	**8.5%**	**129,200**
Proposed LRDP									
Main Campus	5,564	3,419	8,983	6.7%	4,452	7,235	11,687	7.0%	133,190
North Campus	718	374	1,092	8.2%	491	705	1,196	8.9%	13,364
Total UCI	**6,282**	**3,793**	**10,075**	**6.9%**	**4,943**	**7,940**	**12,883**	**8.2%**	**146,554**

Note: The Irvine Company owned property (Planning Area 25) immediately adjacent to the Main Campus is not included here. The trip generation estimates above depict both external and internal trips.

Abbreviations: ADT – average daily trips
N/A – not available

Table 2-3

UCI MAIN CAMPUS DATA SUMMARY – 2006

Trip Category	Students	Staff/Faculty	Total
ACADEMIC			
Commuters	*12,333*	*6,256*	--
Resident	*10,822*	*1,207*	--
Total	*23,155*	*7,463*	--
COMMUTER VEHICLE TRIPS (External)	19,520	10,686	30,206
NON-COMMUTER VEHICLE TRIPENDS (Internal)	1,082	608	1,690
NORTH CAMPUS VEHICLE TRIPENDS	--	117	117
TOTAL VEHICLE TRIPENDS	**20,602**	**11,411**	**32,013**
RESIDENTS			
Beds	*10,822*	--	--
DUs	--	*1,108*	--
EXTERNAL VEHICLE TRIPS	18,498	7,411	25,909
INTERNAL VEHICLE TRIPENDS	1,627	2,675	4,302
TOTAL VEHICLE TRIPENDS	**20,125**	**10,086**	**30,211**
SUPPORT/RESEARCH			
EXTERNAL VEHICLE TRIPS	--	--	11,713
INTERNAL VEHICLE TRIPENDS	--	--	1,936
NORTH CAMPUS VEHICLE TRIPENDS	--	--	1,191
TOTAL VEHICLE TRIPENDS	--	--	**14,840**
TOTAL			
TOTAL INTERNAL VEHICLE TRIPENDS	--	--	7,928
TOTAL EXTERNAL VEHICLE TRIPS	--	--	67,828
NORTH CAMPUS VEHICLE TRIPENDS	--	--	1,308
TOTAL TRIP GENERATION	--	--	**77,064**

Table 2-4

UCI MAIN CAMPUS DATA SUMMARY – CURRENT (1989) LRDP

Trip Category	Students	Staff/Faculty	Total
ACADEMIC			
Commuters	*14,251*	*6,786*	--
Resident	*11,140*	*1,198*	--
Total	*25,391*	*7,984*	--
COMMUTER VEHICLE TRIPS (External)	21,700	9,200	30,900
NON-COMMUTER VEHICLE TRIPENDS (Internal)	1,500	900	2,400
TOTAL VEHICLE TRIPENDS	**23,200**	**10,100**	**33,300**
RESIDENTS			
Beds	*11,140*	--	--
DUs	--	*1,100*	--
EXTERNAL VEHICLE TRIPS	25,000	5,600	30,600
INTERNAL VEHICLE TRIPENDS	3,300	5,000	8,300
TOTAL VEHICLE TRIPENDS	**28,300**	**10,600**	**38,900**
SUPPORT/RESEARCH			
EXTERNAL VEHICLE TRIPS	--	--	34,560
INTERNAL VEHICLE TRIPENDS	--	--	11,900
NORTH CAMPUS VEHICLE TRIPENDS	--	--	10,540
TOTAL VEHICLE TRIPENDS	--	--	**57,000**
TOTAL			
TOTAL INTERNAL VEHICLE TRIPENDS	--	--	22,600
TOTAL EXTERNAL VEHICLE TRIPS	--	--	96,060
NORTH CAMPUS VEHICLE TRIPENDS	--	--	10,540
TOTAL TRIP GENERATION	--	--	**129,200**

Table 2-5

UCI MAIN CAMPUS DATA SUMMARY – PROPOSED LRDP

Trip Category	Students	Staff/Faculty	Total
ACADEMIC			
Commuters	*17,687*	*9,776*	--
Resident	*17,637*	*1,839*	--
Total	*35,234*	*11,615*	--
COMMUTER VEHICLE TRIPS (External)	28,022	16,833	44,855
NON-COMMUTER VEHICLE TRIPENDS (Internal)	1,764	911	2,675
NORTH CAMPUS VEHICLE TRIPENDS	--	59	59
TOTAL VEHICLE TRIPENDS	**29,786**	**17,803**	**47,589**
RESIDENTS			
Beds	*17,637*	--	--
DUs	--	*1,688*	--
EXTERNAL VEHICLE TRIPS	31,286	9,791	41,077
INTERNAL VEHICLE TRIPENDS	2,480	5,350	7,830
TOTAL VEHICLE TRIPENDS	**33,766**	**15,141**	**48,907**
SUPPORT/RESEARCH			
EXTERNAL VEHICLE TRIPS	--	--	31,770
INTERNAL VEHICLE TRIPENDS	--	--	4,983
NORTH CAMPUS VEHICLE TRIPENDS	--	--	9,607
TOTAL VEHICLE TRIPENDS	--	--	**46,360**
NORTH CAMPUS RESIDENTAL VEHICLE TRIPENDS			**3,698**
TOTAL			
TOTAL INTERNAL VEHICLE TRIPENDS	--	--	15,488
TOTAL EXTERNAL VEHICLE TRIPS	--	--	117,702
NORTH CAMPUS VEHICLE TRIPENDS	--	--	13,364
TOTAL TRIP GENERATION	--	--	**146,554**

TRIP DISTRIBUTION

The long-range ADT trip distribution for the proposed 2007 LRDP is shown in Figure 2-3. The trip distribution was derived from ITAM, and reflects the future geographic relationship between UCI and the surrounding off-campus areas. The project trip percentages shown in Figure 2-3 differ slightly during the peak hours, and the individual peak distributions are used by the traffic model to assign peak hour trips.

Project trip distribution using the Newport Beach Traffic Model (NBTM) is similar to ITAM trip distribution because NBTM and ITAM are derived from the same parent model, namely the Orange County Traffic Analysis Model (OCTAM).

Legend

XX Percent of project trip distribution

<1 Denotes insignificant/nominal project trip distribution

Figure 2-3

PROPOSED LRDP TRIP DISTRIBUTION
- OFF-CAMPUS

Chapter 3.0
TRANSPORTATION SETTING

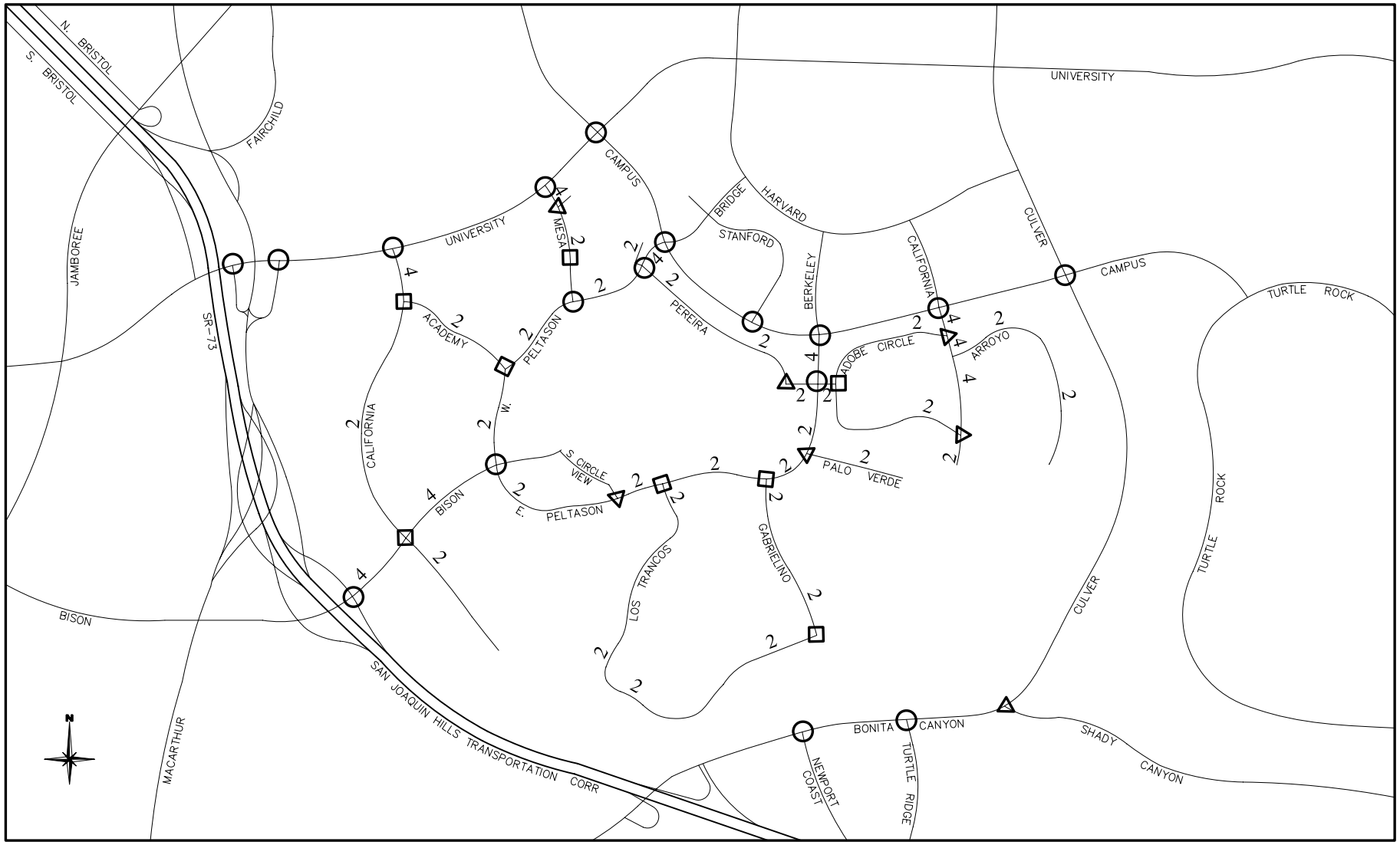
This chapter describes the transportation setting for the proposed project. Existing conditions are described, followed by discussions of Year 2025 and Post-2025 (long-range buildout) circulation system assumptions used in the analysis. On-campus circulation is first discussed, followed by a corresponding discussion of the remainder of the study area.

ON-CAMPUS ROADWAY SYSTEM

The existing (as of Spring 2005 when traffic counts were completed) midblock travel lanes on roadway segments on and immediately adjacent to the campus are illustrated in Figure 3-1. All campus access points are signalized, and four on-campus intersections are currently under signal control (two additional on-campus intersections were signalized in 2006). The remainder of the campus intersections currently operate under stop sign control.

Current average daily traffic (ADT) volumes for the campus roadway system are shown in Figure 3-2. The Bison Avenue access point carries the highest current ADT with 21,000 ADT, followed by Berkeley Avenue/East Peltason Drive and Bridge Road/West Peltason Drive access points with 15,000 ADT and 14,000 ADT, respectively. The California Avenue access points at Campus Drive and University Drive carry 13,000 ADT and 12,000 ADT, respectively. It should be noted that the counts for on-campus locations presented in this report were taken prior to the 2006 opening of the following on-campus roadway segments: Anteater Drive from Culver Drive to East Peltason Drive; and California Avenue between Gabrielino Drive and Adobe Circle South.

Figure 3-3 identifies full implementation of the proposed 2007 LRDP circulation system. The capacity of the future on-campus circulation system to serve projected traffic demand is discussed in Chapter 7.0. Full implementation of the proposed 2007 LRDP is expected to occur by Year 2025, and therefore the on-campus LRDP buildout assumptions presented in Chapter 7.0 apply to both Year 2025 and Post-2025 conditions.



Legend

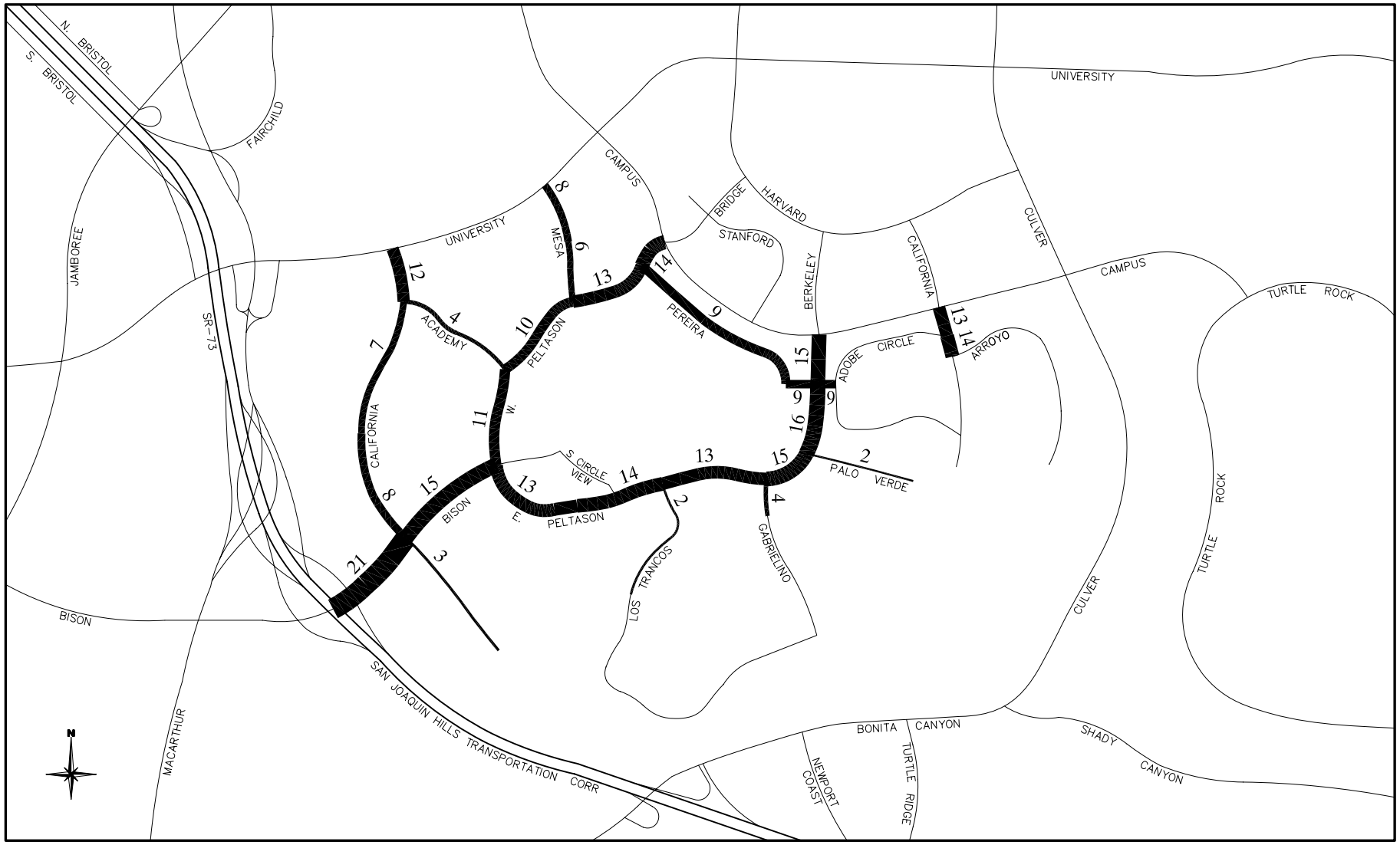
X Midblock lanes ○ Traffic Signal

△ One-Way Stop Sign □ All-Way Stop Sign

Note: Circulation shown here is prior to the opening of Anteater Drive.

Figure 3-1

EXISTING (SPRING 2005) CIRCULATION SYSTEM - ON-CAMPUS



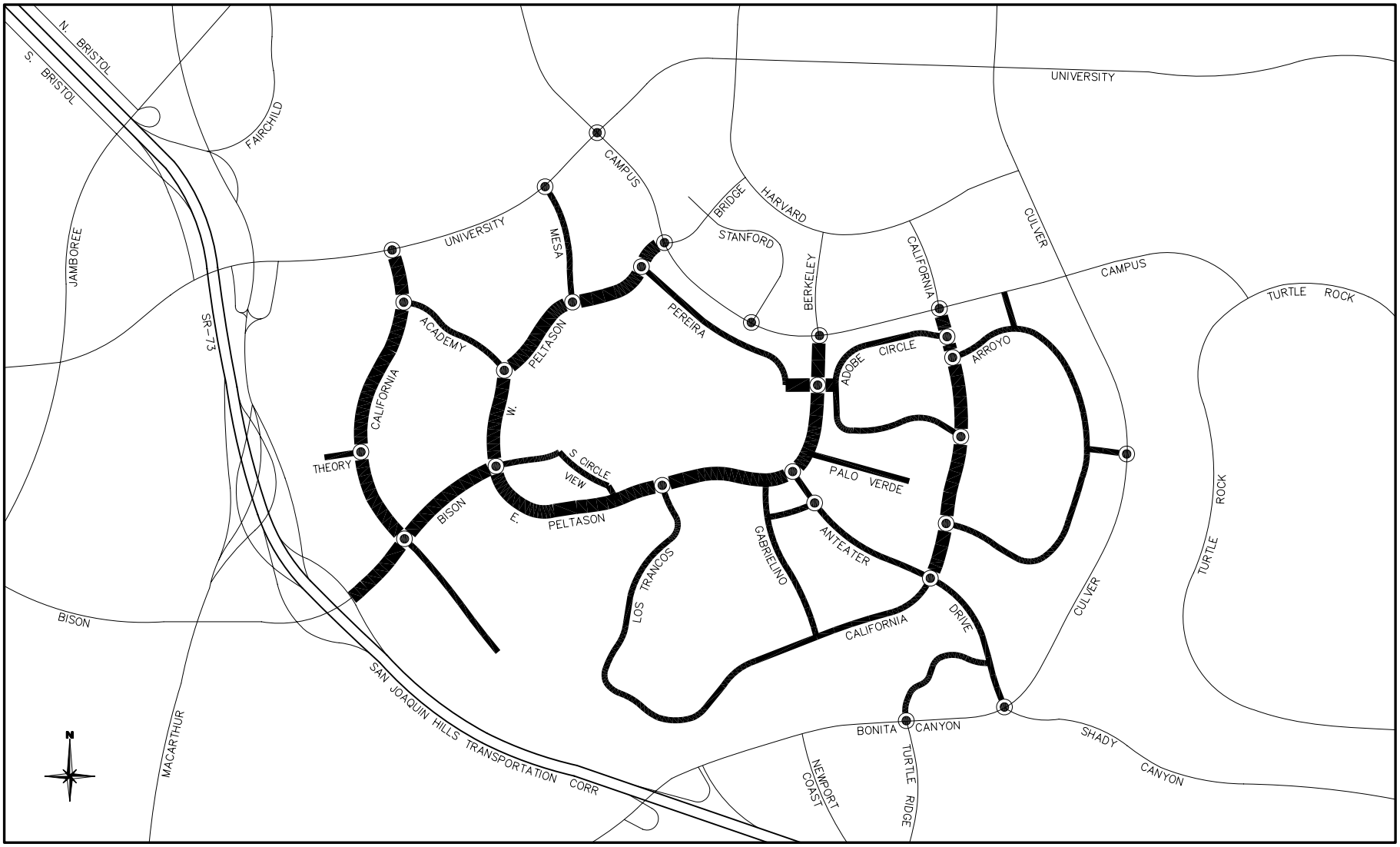
Legend

10 20 30 ADT Volumes (000s)

Note: Counts were taken prior to the opening of Anteater Drive.

Figure 3-2

EXISTING (SPRING 2005) ADT VOLUMES (000s) - ON-CAMPUS



Legend

- 2-Lane Roadway
- 4-Lane Roadway
- Traffic Signal

Figure 3-3

PROPOSED LRDP CIRCULATION

OFF-CAMPUS ROADWAY SYSTEM

Figure 3-4 identifies the existing off-campus roadway system in the study area including the number of midblock travel lanes on the individual roadway segments. Two freeways currently provide regional access to the UCI campus: the I-405 Freeway with interchanges at MacArthur Boulevard, Jamboree Road, and Culver Drive; and the SR-73 Freeway with direct ramp connections to University Drive and Bison Avenue.

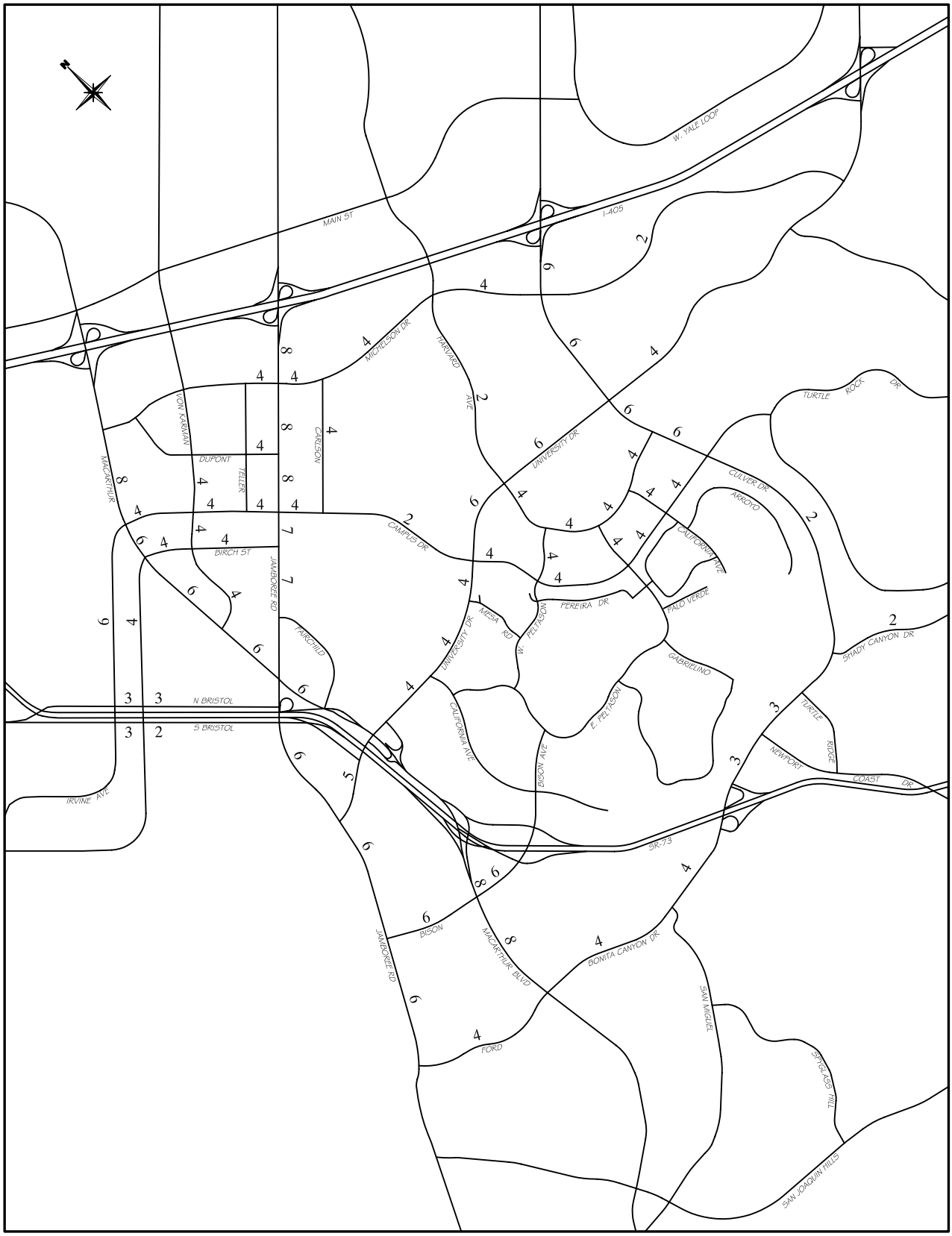
On the arterial system, primary east/west travel in the study area is provided by Campus Drive and University Drive, both of which operate at four lanes with the exception of a two-lane section of Campus Drive between Carlson Avenue and University Drive. Secondary east/west travel is provided by Bonita Canyon Drive between Newport Coast Drive and Culver Drive which currently operates at two lanes.

Primary north/south arterial travel is provided by MacArthur Boulevard, Jamboree Road, and Culver Drive, all of which operate at six or more lanes with the exception of a two-lane section of Culver Drive between Campus Drive and Bonita Canyon Drive (this segment is currently being widened to its four-lane primary arterial classification).

Existing ADT volumes on the off-campus roadway system are illustrated in Figure 3-5. Each number shown reflects the traffic volume on a particular segment of roadway during a 24-hour period, based on counts conducted in Spring 2005. The freeway volumes are from 2005 Caltrans counts (see Reference 7). The corresponding volume-to-capacity (V/C) ratios are illustrated in Figure 3-6.

Existing AM and PM peak hour intersection turn movement counts were assembled for a set of key intersection locations within the study area. Peak period counts were made from 7:00 to 9:00 AM and 4:00 to 6:00 PM, and the peak hour of each individual intersection represents the maximum one-hour total volume within the two-hour peak period.

Existing intersection levels of service are calculated using the peak hour counts in combination with the geometric lane configuration of each intersection location. The technique used to assess the operation of an intersection is known as intersection capacity utilization (ICU). By practice, the ICU methodology assumes that intersections are signalized. Existing ICU values are listed in Table 3-1 for each



Note: Existing circulation shown within UCI is prior to the opening of Anteater Drive.

Figure 3-4

EXISTING MIDBLOCK LANES
- OFF-CAMPUS

Note: Observed counts were taken prior to the opening of Anteater Drive.

Figure 3-5

EXISTING ADT VOLUMES (000s)
- OFF-CAMPUS

Note: Observed counts were taken prior to the opening of Anteater Drive.

Figure 3-6

EXISTING VOLUME-TO-CAPACITY (V/C) RATIOS - OFF-CAMPUS

Table 3-1

EXISTING PEAK HOUR INTERSECTION LOS SUMMARY

Intersection	AM		PM	
	ICU	LOS	ICU	LOS
UC Irvine				
6. E. Peltason & Pereira	.41	A	.48	A
7. Palo Verde & E Peltason	.39	A	.50	A
8. Gabrielino & E. Peltason	.47	A	.60	A
9. Los Trancos & E. Peltason	.42	A	.47	A
10. Peltason & Bison	.57	A	.66	B
11. Academy & W. Peltason	.40	A	.58	A
12. Mesa & W. Peltason	.36	A	.52	A
13. Pereira & W. Peltason	.32	A	.54	A
16. California & Bison	.44	A	.73	C
17. California & Academy	.51	A	.46	A
18. S. Circle View & E. Peltason	.43	A	.47	A
19. Pereira & Pereira	.33	A	.38	A
20. California & Adobe Circle N.	.25	A	.59	A
22. California & Arroyo Dr N.	.24	A	.43	A
City of Irvine				
84. MacArthur Bl. & Campus Dr. (b)	.56	A	.78	C
105. Von Karman Av. & Campus Dr. (b)	.60	A	.75	C
143. Jamboree Rd. & I-405 NB Ramps (b)	.84	D	.88	D
144. Jamboree Rd. & I-405 SB Ramps (b)	.86	D	.93	E
145. Jamboree Rd. & Michelson Dr. (b)	.63	B	.83	D
146. Jamboree Rd. & Dupont Dr. (b)	.52	A	.59	A
147. Jamboree Rd. & Campus Dr. (b)	.58	A	.65	B
148. Jamboree Rd. & Birch St. (b)	.57	A	.56	A
149. Jamboree Rd. & Fairchild Rd. (b)	.71	C	.60	A
150. Jamboree Rd. & MacArthur Bl. (b)	.66	B	.92	E
174. Carlson Av. & Michelson Dr.	.52	A	.58	A
175. Carlson Av. & Campus Dr.	.54	A	.52	A
176. Fairchild Rd. & MacArthur Bl.	.77	C	.72	C
188. Harvard Av. & Michelson Dr.	.70	B	.76	C
189. Harvard Av. & University Dr.	.61	B	.57	A
190. University Dr. & Campus Dr.	.77	C	.75	C
192. University Dr & California Av.	.72	C	.73	C
193. University Dr. & MacArthur Bl. NB	.43	A	.49	A
194. University Dr. & MacArthur Bl. SB	.37	A	.37	A
202. Bridge Rd. & Harvard Av.	.21	A	.40	A
203. Bridge Rd. & Campus Dr.	.54	A	.49	A
208. Bison Av. & SR-73 NB Ramps	.44	A	.53	A
209. Bison Av. & SR-73 SB Ramps	.37	A	.29	A

Table 3-1 (cont.)
EXISTING PEAK HOUR INTERSECTION LOS SUMMARY

Intersection	AM		PM	
	ICU	LOS	ICU	LOS
City of Irvine (cont.)				
210. Berkeley Av. & Harvard Av.	.33	A	.43	A
211. Berkeley Av. & Campus Dr	.45	A	.40	A
215. California Av. & Harvard Av.	.24	A	.42	A
216. California Av. & Campus Dr.	.41	A	.67	B
232. Culver Dr. & I-405 NB Ramps	.48	A	.73	C
233. Culver Dr. & I-405 SB Ramps	.64	B	.73	C
234. Culver Dr. & Michelson Dr.	.59	A	.76	C
235. Culver Dr. & University	.56	A	.78	C
236. Culver Dr. & Harvard Av.	.51	A	.57	A
237. Culver Dr. & Campus Dr.	.64	B	.66	B
238. Culver Dr. & Bonita Cyn. Dr.	.74	C	.76	C
239. Bonita Cyn. Dr. & Newport Coast Dr.	.73	C	.59	A
240. Bonita Cyn. Dr. & SR-73 NB Ramps	.51	A	.47	A
241. Bonita Cyn. Dr. & SR-73 SB Ramps	.35	A	.44	A
280. Newport Coast Dr. & SR-73 NB Ramps	.46	A	.31	A
City of Newport Beach				
9. MacArthur Bl. & Campus Dr.	.544	A	.859	D
10. MacArthur Bl. & Birch St.	.453	A	.806	D
11. Von Karman Av. & Campus Dr.	.583	A	.741	C
12. MacArthur Bl. & Von Karman Av.	.464	A	.595	A
13. Jamboree Rd. & Campus Dr.	.560	A	.665	B
14. Jamboree Rd. & Birch St.	.552	A	.543	A
15. Campus Dr. & Bristol St. N. (a)	.597	A	.911	E
16. Birch St. & Bristol St. N.	.681	B	.655	B
17. Campus Dr. & Bristol St. S.	.651	B	.514	A
18. Birch St. & Bristol St. S.	.721	C	.633	B
29. MacArthur Bl. & Jamboree Rd. (a)	.640	B	.911	E
30. Jamboree Rd. & Bristol St. N.	.786	C	.590	A
32. Jamboree Rd. & Bristol St. S.	.668	B	.706	C
33. Jamboree Rd. & Bayview Wy.	.239	A	.394	A
34. Jamboree Rd. & Eastbluff/University Dr.	.563	A	.616	B
35. Jamboree Rd. & Bison Av.	.482	A	.530	A
36. Jamboree Rd. & Eastbluff/Ford Rd.	.495	A	.589	A
46. SR-73 NB Ramps & Bison Av.	.422	A	.541	A
47. SR-73 SB Ramps & Bison Av.	.348	A	.247	A
48. MacArthur Bl. & Bison Av.	.643	B	.709	C
49. MacArthur Bl. & Ford Rd/Bonita Cyn. Dr. (a)	.804	D	.993	E
50. MacArthur Bl. & San Joaquin Hills Rd.	.630	B	.837	D
53. SR-73 NB Ramps & Bonita Cyn. Dr.	.488	A	.453	A
54. SR-73 SB Ramps & Bonita Cyn. Dr.	.373	A	.437	A

Table 3-1 (cont.)
EXISTING PEAK HOUR INTERSECTION LOS SUMMARY

Intersection	AM		PM	
	ICU	LOS	ICU	LOS
City of Newport Beach (cont.)				
62. Newport Coast Dr & SR-73 NB Ramps	.426	A	.280	A
64. Newport Coast Dr & San Joaquin Hills Rd.	.393	A	.411	A
71. Newport Coast Dr & Sage Hill	.442	A	.519	A

Note: Traffic counts in the city of Newport Beach were taken from the "Newport Beach General Plan Update Transportation Study" and were collected in Spring 2005. Traffic counts in the City of Irvine were taken from the citywide count program carried out for the Irvine Circulation Phasing Analysis and were also collected in Spring 2005. The counts for UC Irvine were also conducted in Spring 2005.

(a) This location currently operates deficiently in the AM and/or PM peak hour (i.e., the forecasted LOS is worse than the adopted LOS performance standard). Refer to Chapter 1.0 for the established performance standards for each individual jurisdiction in the study area.

(b) For City of Irvine, LOS "E" is acceptable at this Irvine Business Complex (IBC) intersection.

Level of service ranges: .00 – .60 A
.61 – .70 B
.71 – .80 C
.81 – .90 D
.91 – 1.00 E
Above 1.00 F

intersection location illustrated in Figures 3-7 and 3-8. Detailed ICU calculations can be found in Appendix B. It should be noted that the ICUs for locations within the City of Newport Beach are calculated to the third decimal place per Newport Beach guidelines.

The target level of service (LOS) for intersections is LOS "D" (maximum ICU = .90) with the exception of those intersections in the Irvine Business Complex (IBC) where 1.00 (LOS "E") is the maximum desirable ICU value. According to these criteria, all intersections in the study area are currently at or below the target LOS, with the exception of the following three locations that are deficient in the City of Newport Beach: MacArthur Boulevard at Ford Road/Bonita Canyon Drive (PM ICU = .993), Campus Drive at Bristol Street North (PM ICU = .911), and MacArthur Boulevard at Jamboree Road (PM ICU = .911).

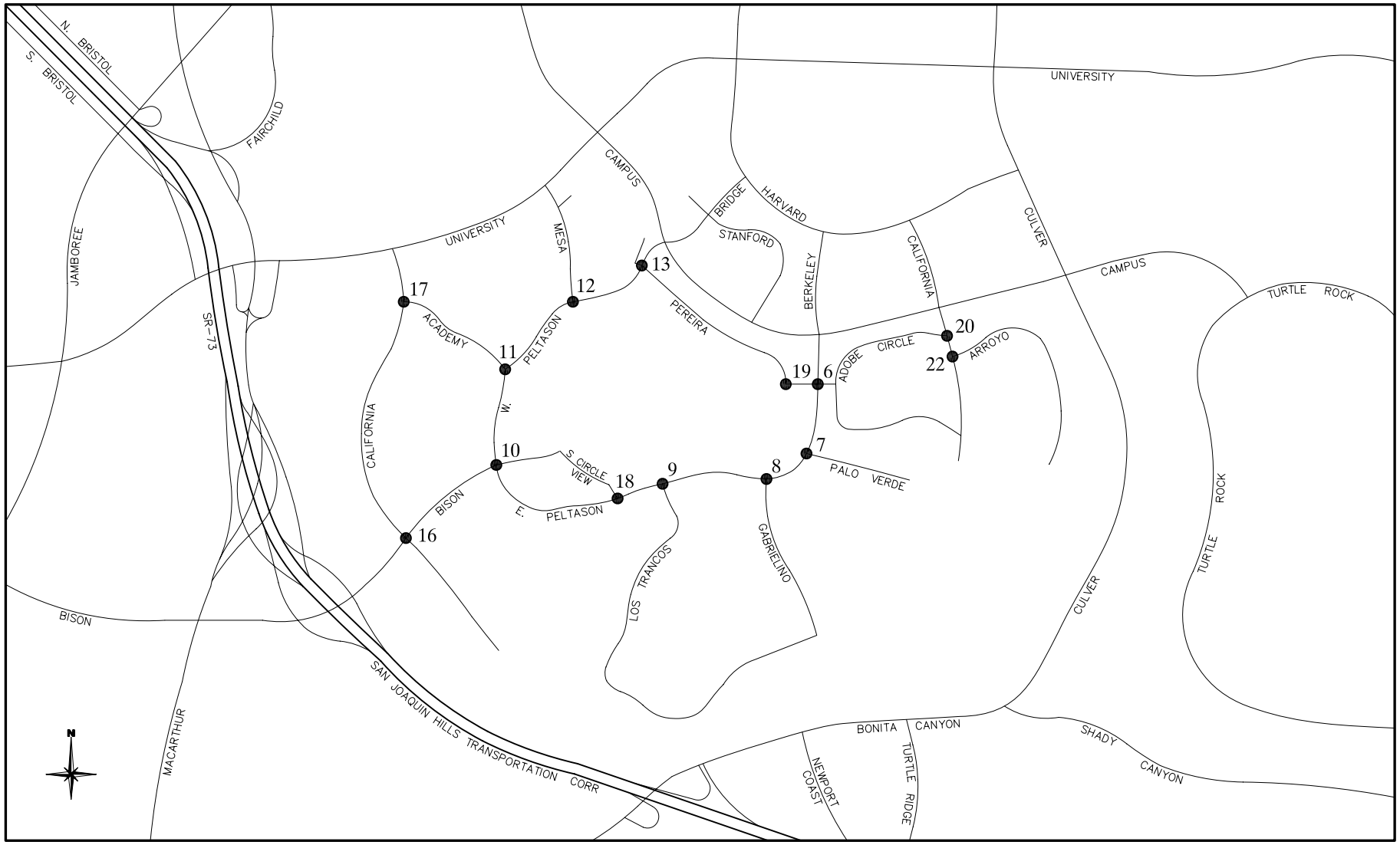
YEAR 2025 CIRCULATION SYSTEM

The Year 2025 circulation system is illustrated in Figure 3-9, including the number of midblock travel lanes for existing roadway segments as well as committed improvements (i.e., fully funded or under construction) in the Cities of Irvine and Newport Beach. Table 3-2 summarizes these improvements.

LONG-RANGE (POST-2025) CIRCULATION SYSTEM

For the long-range circulation system, full buildout is assumed Post-2025 in the City of Irvine and City Newport Beach General Plan Circulation Elements. The circulation system in each City conforms to the County of Orange Master Plan of Arterial Highways (MPAH) as shown in Figure 3-10. This buildout roadway network is illustrated in Figure 3-11, along with the midblock travel lanes on the individual roadway segments.

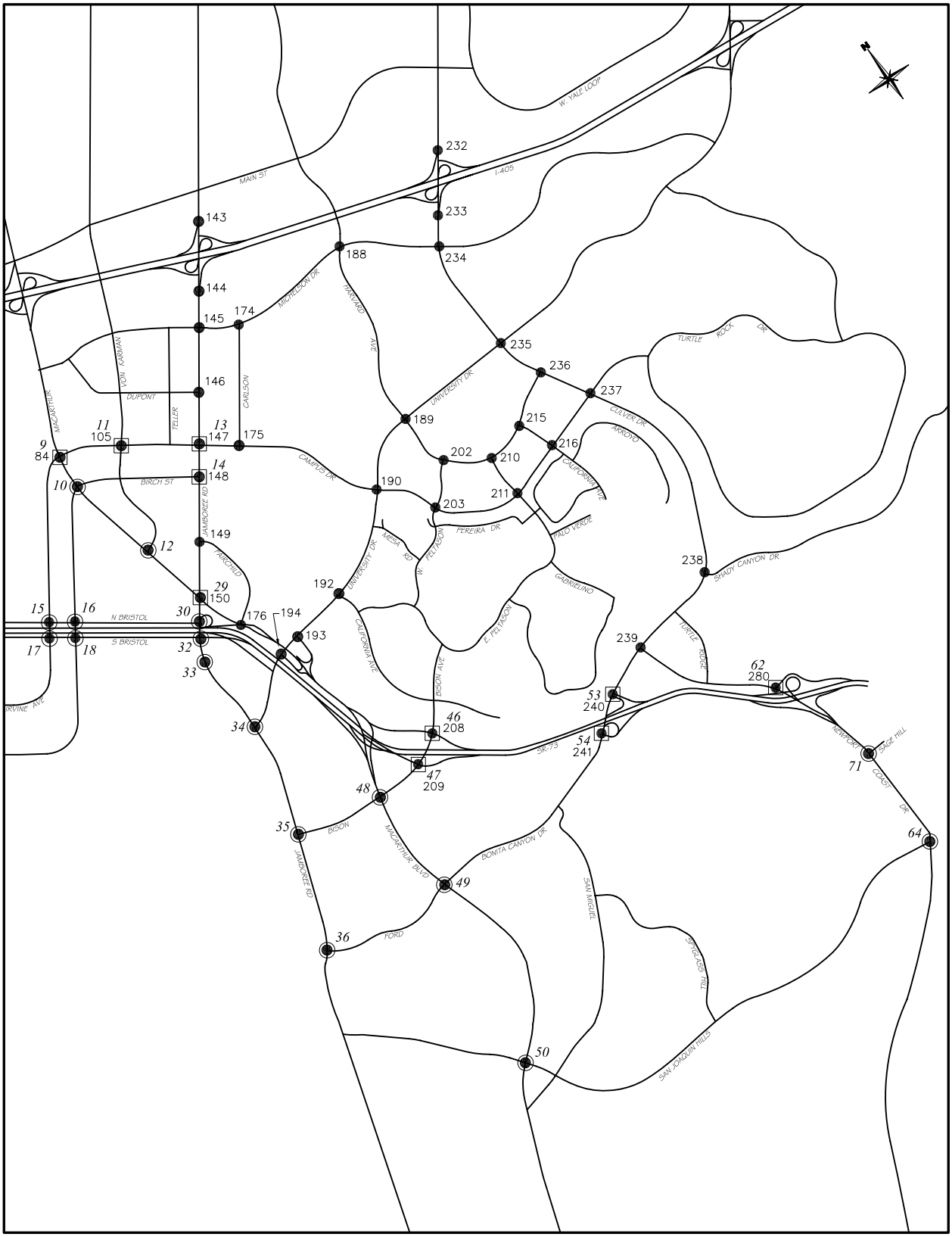
The background assumptions used for the long-range impact analysis herein assume the implementation of future lanes as depicted in recent traffic information prepared by each of the two local jurisdictions. In some locations, these involve improvements beyond existing, with such improvements being either currently funded or planned but not funded according to location. Table 3-3 summarizes these improvements.



Note: Existing counts were taken prior to the opening of Anteater Drive.

Figure 3-7

EXISTING INTERSECTION LOCATION MAP
- ON-CAMPUS



Legend

- Irvine Transportation Analysis Model (ITAM)
- Newport Beach Traffic Model (NBTM)
- ITAM & NBTM
- YYY ITAM Intersection Location Reference Number
- *XXX* NBTM Intersection Location Reference Number

Figure 3-8

EXISTING INTERSECTION LOCATION MAP
- OFF-CAMPUS

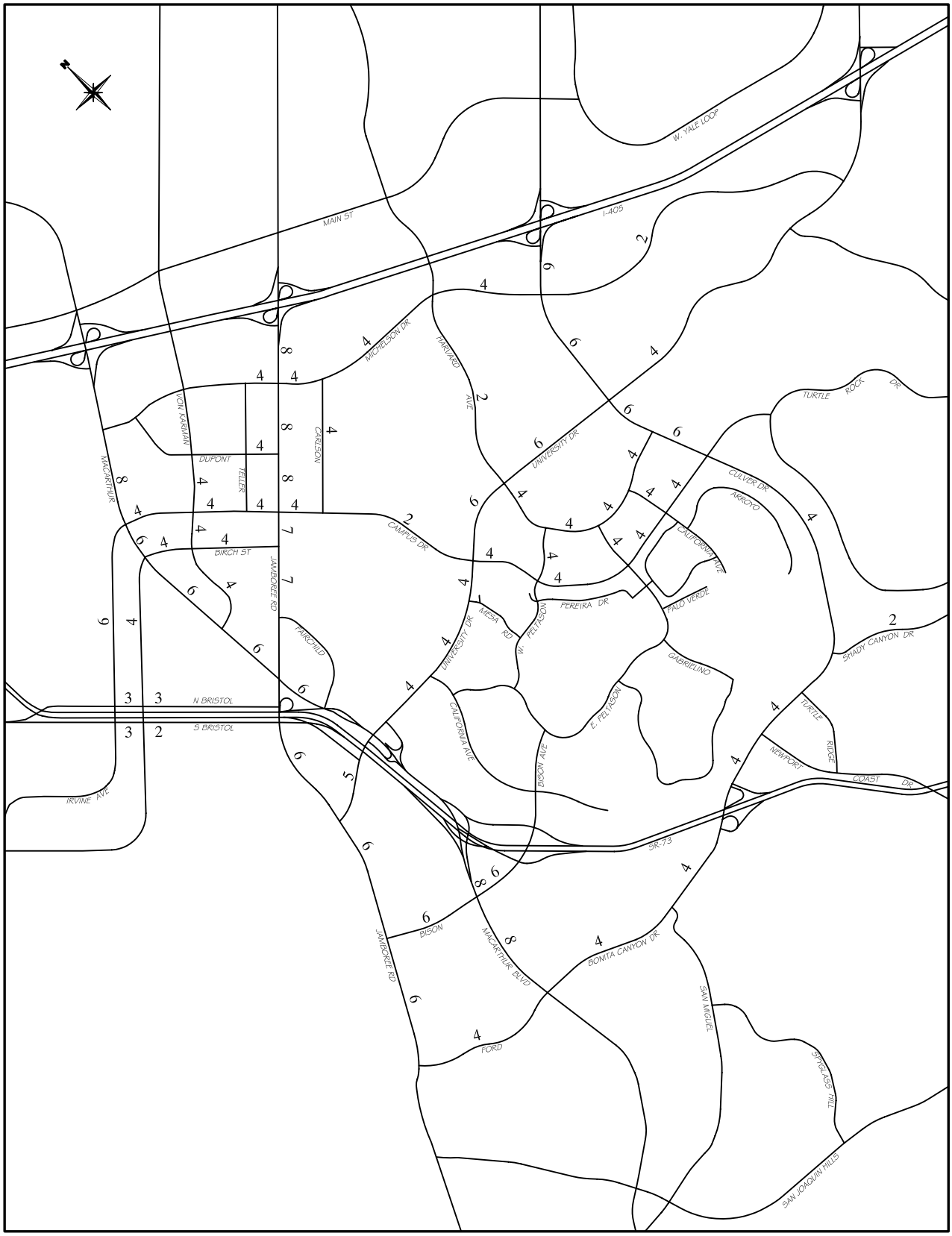


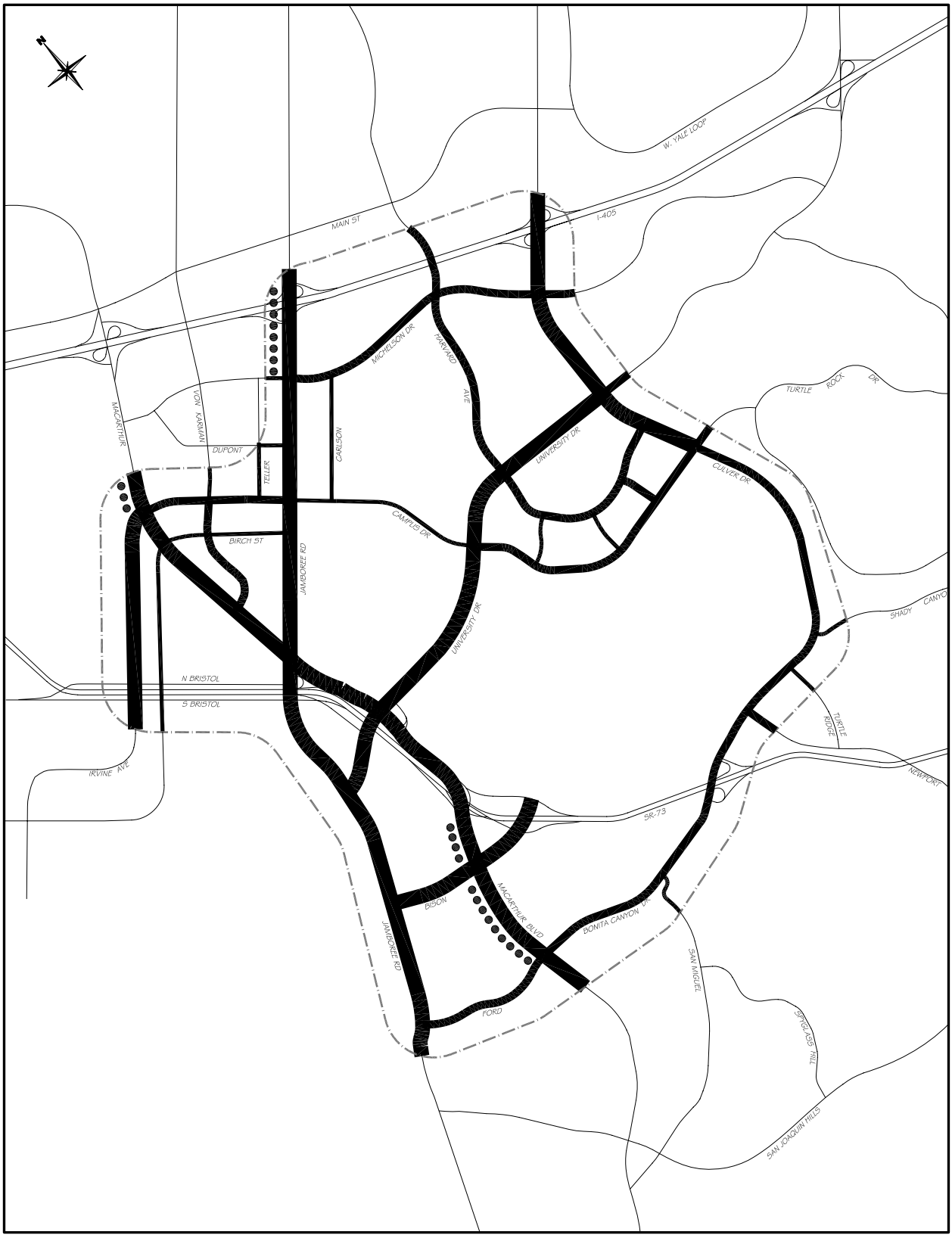
Figure 3-9

2025 MIDBLOCK LANES
- OFF-CAMPUS

Table 3-2

YEAR 2025 ROADWAY AND INTERSECTION IMPROVEMENTS
- OFF-CAMPUS

Location	Improvement(s)	Comments
I. Irvine		
Roadway Segments		
Bonita Canyon Dr SR-73 to Shady Canyon Dr	Construct one additional southbound through lane to complete ultimate four-lane cross-section	Preliminary engineering completed
Culver Dr Campus Dr to Bonita Canyon Dr	Construct one additional through lane in each direction to complete ultimate four-lane cross-section	Under construction
Intersections		
235. Culver Dr. & University Dr.	Construct two northbound separate right turn lanes with right-turn overlap with WBL and construct eastbound defacto right turn lane	NITM Program fully funded
238. Culver Dr. & Bonita Canyon Dr.	Construct second southbound thru lane and separate right turn lane, second westbound left turn lane and separate thru lane, second northbound left turn lane and second thru lane, construct separate eastbound right turn lane and two right turn lanes	Anteater Dr, completed in Summer 2006, forms the fourth leg of the intersection
II. Newport Beach		
Roadway Segments		
None		
Intersections		
None		



Legend

- Study Area Boundary
- Major Arterial (6 lanes) ●●●●●● (8 lanes)
- Primary Arterial (6 or 4 lanes)
- Secondary Arterial (4 or 2 lanes)

Figure 3-10

MPAH ROADWAYS
- OFF-CAMPUS

Figure 3-11

PROPOSED LRDP
POST-2025 (BUILDOUT) MIDBLOCK LANES
- OFF-CAMPUS

Table 3-3

POST-2025 (LONG-RANGE BUILDOUT) ROADWAY AND INTERSECTION IMPROVEMENTS
- OFF-CAMPUS

Location	Improvement(s)	Comments
I. Irvine		
Roadway Segments		
Campus Dr. Carlson Av. to University Dr.	Construct one additional through lane in each direction to complete ultimate four-lane cross-section	Non-committed
University Dr MacArthur Bl. to Campus Dr.	Construct one additional through lane in each direction to complete ultimate six-lane cross-section	Non-committed
Intersections		
143. Jamboree Rd. & I-405 NB Ramps	Construct fourth northbound thru lane	IBC
144. Jamboree Rd. & I-405 SB Ramps	Construct fourth northbound thru lane	IBC
175. Carlson Av. & Campus Dr.	Construct second eastbound thru lane and second westbound thru lane.	Non-committed
190. University Dr. & Campus Dr.	Construct second southbound left turn lane, third southbound thru lane, second westbound left turn lane, second northbound left turn lane and second eastbound left turn lane, and remove southbound right-turn lane.	IBC project development and non-committed
192. University Dr. & California Av.	Construct third southbound thru lane and third northbound thru lane.	Non-committed
235. Culver Dr. & University Dr.	Construct second southbound left turn lane and defacto right turn lane, second northbound left turn lane	NITM Program fully funded
II. Newport Beach		
Roadway Segments		
None		
Intersections		
32. Jamboree Rd. & Bristol St. S.	Construct fourth southbound thru lane	Non-committed

Chapter 4.0
YEAR 2025 OFF-SITE IMPACT ANALYSIS

This chapter describes traffic impacts related to the proposed University of California, Irvine (UCI), Long Range Development Plan (LRDP) update for planning horizon Year 2025. Full implementation of UCI's LRDP is expected to be reached by Year 2025, and therefore the off-campus Year 2025 traffic forecasts include the 2007 LRDP. Traffic volumes and capacity evaluation results are provided "with project" and "without project" for Year 2025 conditions, potentially significant impacts are identified, and a mitigation program is recommended. City of Irvine Year 2025 projections and City of Newport Beach General Plan buildout traffic data are included in the Year 2025 analysis.

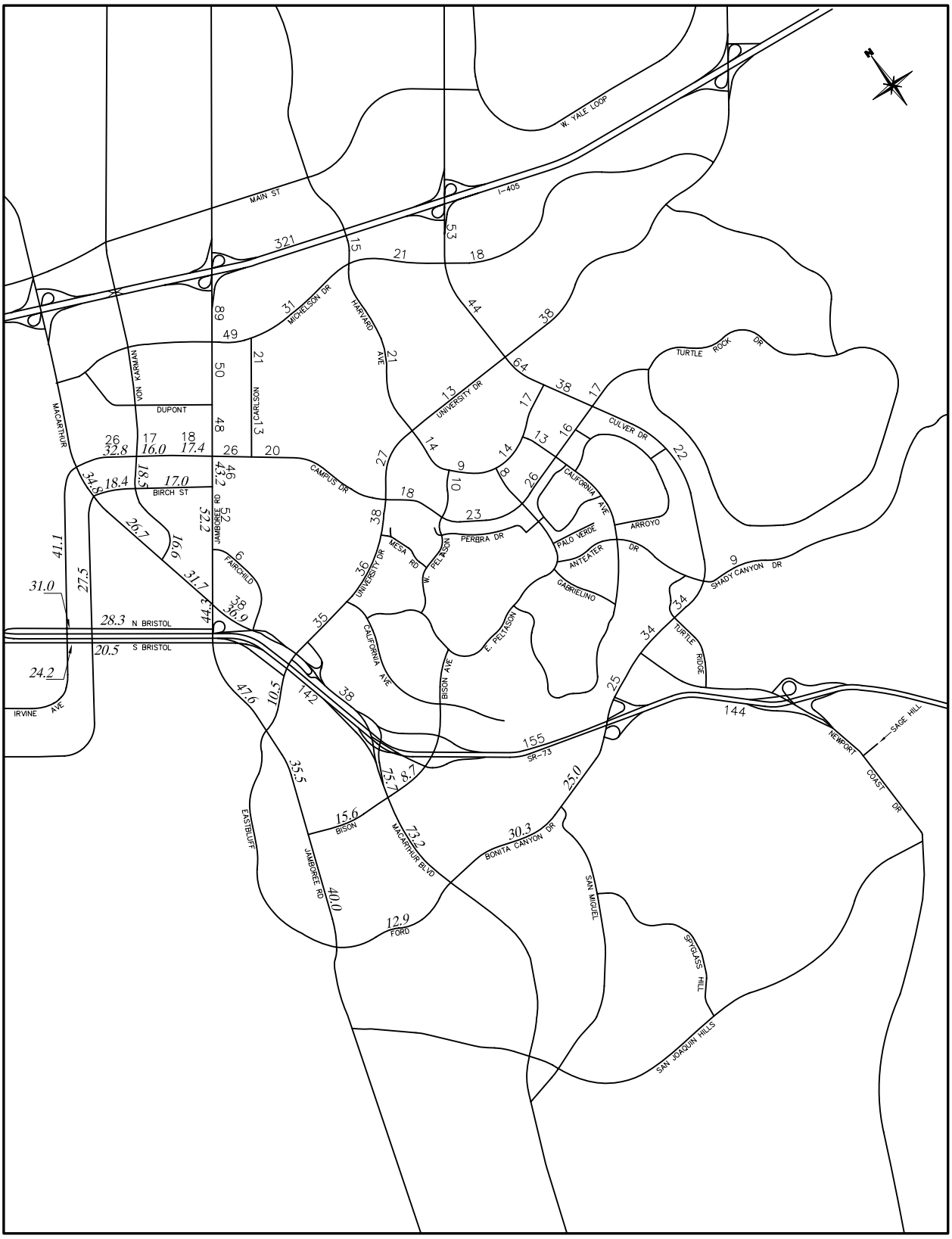
TRAFFIC VOLUMES

Figure 4-1 shows the Year 2025 ADT forecasts for the study area circulation system based on no-project conditions (i.e., existing level of UCI development). Figure 4-2 shows the corresponding Year 2025 ADT forecasts with the proposed LRDP. As discussed in Chapter 1.0, these volumes are derived from the Irvine Transportation Analysis Model (ITAM) for locations in Irvine and from the Newport Beach Traffic Model (NBTM) for locations in Newport Beach.

Link Analysis

Year 2025 no-project ADT volume-to-capacity (V/C) ratios are illustrated in Figure 4-3, and proposed project ADT V/C ratios are illustrated in Figure 4-4. Based on the ADT V/C performance criteria and impact thresholds presented in Chapter 1.0, 14 arterial roadway segments in Irvine are potentially impacted by the proposed 2007 LRDP. The City of Newport Beach does not use ADT V/C ratios to determine project impacts. Consistent with General Plan level studies carried out by the City, ADT V/C ratios are presented for informational purposes only. Hence that information has been included here. Project impacts in Newport Beach are identified using peak hour intersection performance.

The Irvine locations are further analyzed by examining peak hour levels of service consistent with City traffic study guidelines. The resulting midblock peak hour V/C ratios for the arterial segments under Year 2025 with-project conditions are summarized in Table 4-1.

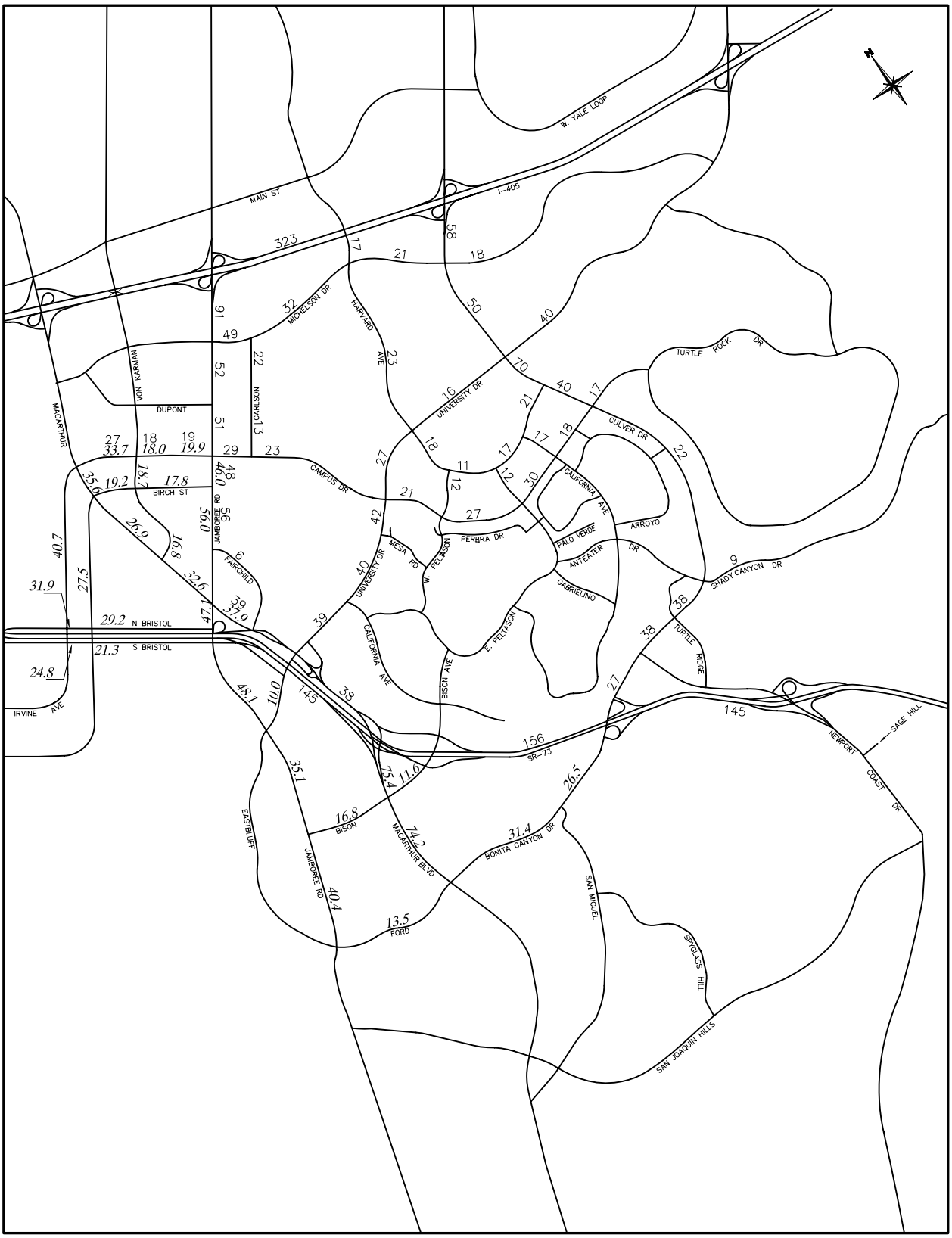


Legend

YY ITAM ADT Volumes
XX.X NBTM ADT Volumes

Figure 4-1

2025 ADT VOLUMES (000's)
- NO-PROJECT



Legend	
YY	ITAM ADT Volumes
XX.X	NBTM ADT Volumes

Figure 4-2

2025 ADT VOLUMES (000's)
- WITH PROPOSED LRDP

Legend

YY ITAM ADT V/C Ratio
XX.X NBTM ADT V/C Ratio

Figure 4-3

2025 ADT VOLUME/CAPACITY RATIOS
- NO-PROJECT

Legend

YY ITAM ADT V/C Ratio
XX.X NBTM ADT V/C Ratio

Figure 4-4

2025 ADT VOLUME/CAPACITY RATIOS
- WITH PROPOSED LRDP

Table 4-1

YEAR 2025 WITH-PROJECT ARTERIAL ROADWAY PEAK HOUR ANALYSIS SUMMARY

Roadway	Jurisdiction	Lanes	ADT	Peak Hour Capacity[1]	Highest Peak Volume	Peak Hour V/C	Peak Hour LOS
Bonita Canyon (Shady Canyon to Newport Coast)	Irvine	4	38,000	3,200	2,060 (AM Northbound)	.64	B
Campus (E. Peltason to California)	Irvine	4	30,000	3,200	1,458 (PM Eastbound)	.46	A
Campus (Jamboree to Carlson)	Irvine	4	29,000	3,200	1,662 (PM Westbound)	.52	A
Campus (Carlson to University)	Irvine	2	23,000	2,000	1,337 (PM Westbound)	.67	B
Culver (I-405 to Michelson)	Irvine	6	58,000	4,800	3,547 (PM Northbound)	.74	C
Culver (Michelson to University)	Irvine	6	50,000	4,800	2,688 (PM Northbound)	.56	A
Culver (University to Harvard)	Irvine	6	70,000	4,800	3,304 (PM Northbound)	.69	B
Harvard (Michelson to University)	Irvine	2	23,000	2,000	1,573 (PM Northbound)	.79	C
Jamboree (I-405 to Michelson)	Irvine	8	91,000	6,400	4,281 (AM Southbound)	.67	B
Michelson (Carlson to Harvard)	Irvine	4	32,000	3,200	1,762 (PM Eastbound)	.55	A
University (Ridgeline to Culver)	Irvine	4	40,000	3,200	2,840 (PM Eastbound)	.89	D
University (Mesa to Campus)	Irvine	4	42,000	3,200	2,110 (PM Northbound)	.66	B
University (Mesa to California)	Irvine	4	40,000	3,200	2,002 (PM Northbound)	.63	B
University (California to MacArthur)	Irvine	4	39,000	3,200	2,443 (PM Southbound)	.76	C

[1] The peak hour capacity is determined by multiplying the midblock number of lanes for each direction by a lane capacity of 1,600 vehicles per hour. Where the distance between controlled intersections is one or more miles on a two-lane roadway, the midblock number of lanes is multiplied by a lane capacity of 2,000 vehicles per hour (such as the case with Harvard Avenue and Campus Drive between Carlson Avenue and University Drive). *(Source: Revised Peak Hour Link Analysis Methodology, December 16, 1996.)*

ADT – Average Daily Traffic LOS – Level of Service

As the summary table indicates, no arterial roadway segment in Irvine within the study area is forecast to operate at an unacceptable level of service during the peak hour.

Intersection Analysis

Figure 4-5 illustrates the intersection locations that were analyzed based on Year 2025 conditions. Year 2025 no-project and with proposed LRDP peak hour ICU values are summarized in Tables 4-2 and 4-3 for Irvine and Newport Beach intersections, respectively. From these tables, eight locations in Irvine and five locations in Newport Beach are shown to be potentially impacted by the proposed project. Table 4-4 summarizes these locations and distinguishes those where the project causes the deficiency (#190 and #192) from those where the deficiency would occur with or without the LRDP (#174, #175, #188, #234, #235, #239, #11, #13, #14, #29, and #50). It should be noted that the ICUs for locations within the City of Newport Beach are calculated to the third decimal place per Newport Beach guidelines.

Peak Hour Freeway/Tollway Ramp Levels of Service

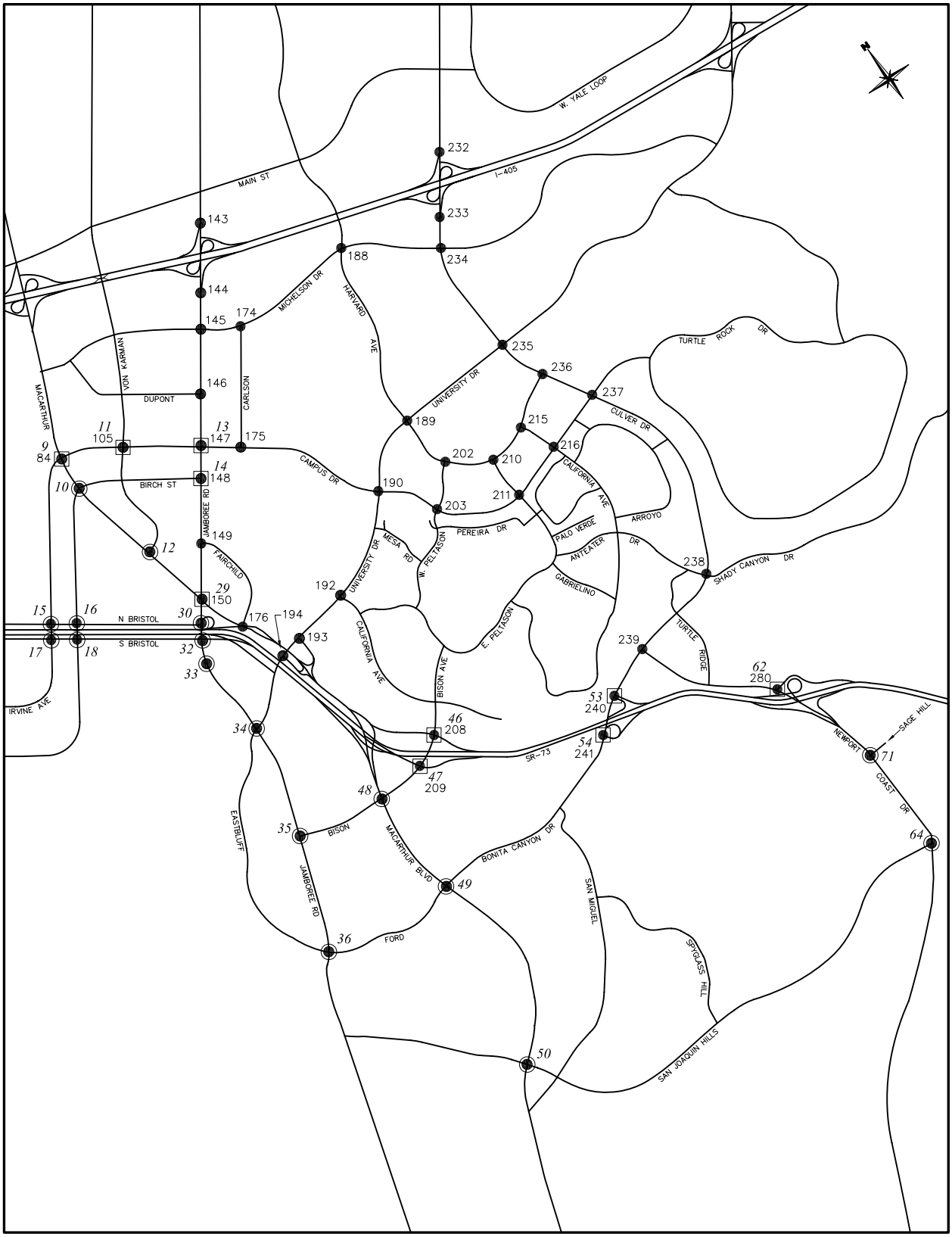
Figure 4-6 illustrates the interchange locations where freeway/tollway ramps were analyzed based on Year 2025 conditions, and Table 4-5 summarizes Year 2025 AM and PM peak hour ramp volumes and V/C ratios for no-project and with-project conditions. Based on the peak hour ramp performance criteria and impact thresholds discussed in Chapter 1.0, no freeway/tollway ramp is forecast to be significantly impacted by the proposed project based on Year 2025 conditions.

Peak Hour Freeway/Tollway Mainline Levels of Service

Table 4-6 summarizes Year 2025 AM and PM freeway/tollway mainline peak hour volumes and V/C ratios for no-project and with-project conditions. Based on the peak hour mainline performance criteria and impact thresholds discussed in Chapter 1.0, no freeway/tollway mainline segment is forecast to be significantly impacted by the proposed project based on Year 2025 conditions.

MITIGATION MEASURES

Traffic mitigation measures proposed for the 2007 LRDP involve participation in future improvements to selected roadways and intersections in the study area. Such participation would involve



Legend

- Irvine Transportation Analysis Model (ITAM)
- Newport Beach Traffic Model (NBTM)
- ITAM & NBTM
- YYY ITAM Intersection Location Reference Number
- *XXX* NBTM Intersection Location Reference Number

Figure 4-5

2025 INTERSECTION LOCATION MAP
- OFF-CAMPUS

Table 4-2

YEAR 2025 PEAK HOUR INTERSECTION LOS SUMMARY (IRVINE LOCATIONS)

	No-Project				Proposed LRDP				Difference	
	AM		PM		AM		PM			
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**AM**	**PM**
84. MacArthur Bl. & Campus Dr. (b)	.66	B	.78	C	.67	B	.78	C	.01	.00
105. Von Karman Av. & Campus Dr. (b)	.68	B	.76	C	.70	B	.80	C	.02	.04
143. Jamboree Rd. & I-405 NB Ramps (b)	.67	B	.69	B	.68	B	.70	B	.01	.01
144. Jamboree Rd. & I-405 SB Ramps (b)	.83	D	.84	D	.83	D	.85	D	.00	.01
145. Jamboree Rd. & Michelson Dr. (b)	.79	C	1.13	F	.79	C	1.14	F	.00	.01
146. Jamboree Rd. & Dupont Rd. (b)	.65	B	.72	C	.68	B	.74	C	.03	.02
147. Jamboree Rd. & Campus Dr. (b)	.75	C	.83	D	.78	C	.89	D	.03	.06
148. Jamboree Rd. & Birch St. (b)	.73	C	.87	D	.79	C	.93	E	.06	.06
149. Jamboree Rd. & Fairchild Rd. (b)	.75	C	.72	C	.81	D	.76	C	.06	.04
150. Jamboree Rd. & MacArthur Bl. (b)	.78	C	.92	E	.78	C	.96	E	.00	.04
174. Carlson Av. & Michelson Dr. (a)	.94	E	.94	E	.94	E	.96	E	.00	.02
175. Carlson Av. & Campus Dr. (a)	.73	C	1.03	F	.76	C	1.16	F	.03	.13
176. Fairchild Rd. & MacArthur Bl.	.81	D	.77	C	.82	D	.78	C	.01	.01
188. Harvard Av. & Michelson Dr. (a)	.76	C	1.04	F	.79	C	1.10	F	.03	.06
189. Harvard Av. & University Dr.	.70	B	.79	C	.75	C	.85	D	.05	.06
190. University Dr. & Campus Dr. (a)	.82	D	.89	D	.83	D	.94	E	.01	.05
192. University Dr & California Av. (a)	.77	C	.84	D	.83	D	.91	E	.06	.07
193. University Dr. & MacArthur Bl. NB	.56	A	.64	B	.59	A	.70	B	.03	.06
194. University Dr. & MacArthur Bl. SB	.28	A	.31	A	.29	A	.31	A	.01	.00
202. Bridge Rd. & Harvard Av.	.27	A	.48	A	.31	A	.57	A	.04	.09
203. Bridge Rd. & Campus Dr.	.58	A	.54	A	.65	B	.64	B	.07	.10
208. Bison Av. & SR-73 NB Ramps	.35	A	.38	A	.42	A	.48	A	.07	.10
209. Bison Av. & SR-73 SB Ramps	.31	A	.27	A	.35	A	.32	A	.04	.05
210. Berkeley Av. & Harvard Av.	.36	A	.52	A	.43	A	.55	A	.07	.03
211. Berkeley Av. & Campus Dr.	.50	A	.61	B	.57	A	.70	B	.07	.09
215. California Av. & Harvard Av.	.37	A	.65	B	.49	A	.82	D	.12	.17
216. California Av. & Campus Dr.	.53	A	.67	B	.68	B	.85	D	.15	.18

Table 4-2 (cont)
YEAR 2025 PEAK HOUR INTERSECTION LOS SUMMARY (IRVINE LOCATIONS)

	No-Project				Proposed LRDP				Difference	
	AM		PM		AM		PM			
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**AM**	**PM**
232. Culver Dr. & I-405 NB Ramps	.46	A	.79	C	.49	A	.80	C	.03	.01
233. Culver Dr. & I-405 SB Ramps	.57	A	.76	C	.59	A	.80	C	.02	.04
234. Culver Dr. & Michelson Dr. (a)	.60	A	1.01	F	.65	B	1.09	F	.05	.08
235. Culver Dr. & University Dr. (a)	.68	B	.94	E	.75	C	1.03	F	.07	.09
236. Culver Dr. & Harvard Av.	.59	A	.76	C	.64	B	.86	D	.05	.10
237. Culver Dr. & Campus Dr.	.80	C	.66	B	.79	C	.66	B	-.01	.00
238. Culver Dr. & Bonita Cyn. Dr.	.54	A	.57	A	.59	A	.61	B	.05	.04
239. Bonita Cyn. Dr. & Newport Coast Dr. (a)	1.02	F	.60	A	1.10	F	.69	B	.08	.09
240. Bonita Cyn. Dr. & SR-73 NB Ramps	.64	B	.63	B	.65	B	.65	B	.01	.02
241. Bonita Cyn. Dr. & SR-73 SB Ramps	.38	A	.56	A	.38	A	.56	A	.00	.00
280. Newport Coast Dr. & SR-73 NB Ramps	.55	A	.32	A	.56	A	.32	A	.01	.00

(a) This is a significant project impact (refer to Chapter 1.0 for the impact thresholds established for City of Irvine locations within the study area).

(b) For City of Irvine, LOS "E" is acceptable at this Irvine Business Complex (IBC) intersection.

Table 4-3

YEAR 2025 PEAK HOUR INTERSECTION LOS SUMMARY (NEWPORT BEACH LOCATIONS)

	No-Project				**Proposed LRDP**					
	AM		**PM**		**AM**		**PM**		**Difference**	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	LOS	**ICU**	**LOS**	**AM**	**PM**
9. MacArthur Bl. & Campus Dr.	.825	D	1.253	F	.835	D	1.259	F	.010	.006
10. MacArthur Bl. & Birch St.	.722	C	.829	D	.742	C	.825	D	.020	-.004
11. Von Karman Av. & Campus Dr. (a)	.693	B	.931	E	.717	C	.967	E	.024	.036
12. MacArthur Bl. & Von Karman Av.	.544	A	.606	B	.550	A	.614	B	.006	.008
13. Jamboree Rd. & Campus Dr. (a)	.816	D	1.091	F	.847	D	1.140	F	.031	.049
14. Jamboree Rd. & Birch St. (a)	.915	E	.745	C	.986	E	.787	C	.071	.042
15. Campus Dr. & Bristol St. N.	1.025	F	1.072	F	1.032	F	1.067	F	.007	-.005
16. Birch St. & Bristol St. N.	.904	E	.703	C	.908	E	.730	C	.004	.027
17. Campus Dr. & Bristol St. S.	.923	E	.873	D	.930	E	.870	D	.007	-.003
18. Birch St. & Bristol St. S.	.477	A	.470	A	.487	A	.466	A	.010	-.004
29. MacArthur Bl. & Jamboree Rd. (a)	.890	D	.956	E	.917	E	1.000	E	.027	.044
30. Jamboree Rd. & Bristol St. N.	.642	B	.588	A	.656	B	.635	B	.014	.047
32. Jamboree Rd. & Bristol St. S.	.873	D	.835	D	.896	D	.848	D	.023	.013
33. Jamboree Rd. & Bayview Wy.	.372	A	.625	B	.372	A	.632	B	.000	.007
34. Jamboree Rd. & Eastbluff/University Dr.	.600	A	.569	A	.607	B	.577	A	.007	.008
35. Jamboree Rd. & Bison Av.	.411	A	.559	A	.420	A	.579	A	.009	.020
36. Jamboree Rd. & Eastbluff/Ford	.802	D	.769	C	.802	D	.769	C	.000	.000
46. SR-73 NB Ramps & Bison Av.	.518	A	.596	A	.520	A	.604	B	.002	.008
47. SR-73 SB Ramps & Bison Av.	.420	A	.291	A	.442	A	.326	A	.022	.035
48. MacArthur Bl. & Bison Av.	.810	D	.821	D	.821	D	.852	D	.011	.031
49. MacArthur Bl. & Ford Rd/Bonita Cyn. Dr.	.828	D	1.023	F	.833	D	1.026	F	.005	.003
50. MacArthur Bl. & San Joaquin Hills Rd. (a)	.764	C	1.166	F	.772	C	1.179	F	.008	.013
53. SR-73 NB Ramps & Bonita Cyn. Dr.	1.065	F	.766	C	1.063	F	.764	C	-.002	-.002
54. SR-73 SB Ramps & Bonita Cyn. Dr.	.465	A	.630	B	.461	A	.651	B	-.004	.021
62. Newport Coast Dr. & SR-73 NB Ramps	.647	B	.419	A	.657	B	.413	A	.010	-.006

Table 4-3 (cont.)
YEAR 2025 PEAK HOUR INTERSECTION LOS SUMMARY (NEWPORT BEACH LOCATIONS)

	No-Project				Proposed LRDP				Difference	
	AM		PM		AM		PM			
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	LOS	**ICU**	**LOS**	**AM**	**PM**
64. Newport Coast Dr. & San Joaquin Hills Rd.	.620	B	.491	A	.621	B	.499	A	.001	.008
71. Newport Coast Dr. & Sage Hill	.456	A	.503	A	.455	A	.512	A	-.001	.009

(a) This is a significant project impact (refer to Chapter 1.0 for the impact thresholds established for City of Newport Beach locations within the study area).

Table 4-4

SIGNIFICANT 2025 IMPACTS TO BE MITIGATED

No.	Intersection	Cumulative/Project
174	Carlson Av. & Michelson Dr.	C
175	Carlson Av. & Campus Dr.	C
188	Harvard Av. & Michelson Dr.	C
190	University Dr. & Campus Dr.	P
192	University Dr. & California Av.	P
234	Culver Dr. & Michelson Dr.	C
235	Culver Dr. & University Dr.	C
239	Bonita Canyon Dr. & Newport Coast Dr.	C
11	Von Karman Av. & Campus Dr.	C
13	Jamboree Rd. & Campus Dr.	C
14	Jamboree Rd. & Birch St.	C
29	MacArthur Bl. & Jamboree Rd.	C
50	MacArthur Bl. & San Joaquin Hills Rd.	C

C – Cumulative Impact
P – Project Impact

Legend

Freeway/tollway interchange location

Figure 4-6

2025 INTERCHANGE LOCATIONS

Table 4-5

YEAR 2025 PEAK HOUR RAMP VOLUMES AND V/C RATIOS

Interchange	Ramp	Lanes	Peak Hour Capacity	2025 - With 2006 UCI Trips (ITAM)						2025 Revised LRDP (ITAM)					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
I-405 at Jamboree	SB Direct On	2	3,600	607	.17	A	1,270	.35	A	622	.17	A	1,310	.36	A
	SB Loop On	1	1,800	172	.10	A	280	.16	A	170	.09	A	280	.16	A
	NB Direct On	2	3,600	1,160	.32	A	1,150	.32	A	1,160	.32	A	1,150	.32	A
	NB Loop On	1	1,800	360	.20	A	900	.50	A	370	.21	A	900	.50	A
	SB Off	3	5,400	2,750	.51	A	2,033	.38	A	2,749	.51	A	2,024	.37	A
	NB Off	2	3,600	1,970	.55	A	1,182	.33	A	1,994	.55	A	1,187	.33	A
SR-73 at Bison	SB On	1	1,800	150	.08	A	349	.19	A	170	.09	A	403	.22	A
	NB On	1	1,800	162	.09	A	556	.31	A	190	.11	A	722	.40	A
	SB Off	1	1,800	655	.36	A	214	.12	A	715	.40	A	244	.14	A
	NB Off	1	1,800	370	.21	A	169	.09	A	455	.25	A	201	.11	A
I-405 at Culver	SB Direct On	1	1,800	340	.19	A	610	.34	A	360	.20	A	730	.41	A
	SB Loop On	1	1,800	360	.20	A	410	.23	A	360	.20	A	420	.23	A
	NB Direct On	1	1,800	1,052	.58	A	469	.26	A	1,050	.58	A	471	.26	A
	NB Loop On	1	1,800	1,142	.63	B	428	.24	A	1,170	.65	B	481	.27	A
	SB Off	1.5	2,700	941	.35	A	1,745	.65	B	988	.37	A	1,783	.66	B
	NB Off	1	1,800	549	.31	A	831	.46	A	551	.31	A	833	.46	A
SR-73 at Bonita Cyn	SB On	1	1,800	203	.11	A	590	.33	A	200	.11	A	620	.34	A
	NB On	1	1,800	427	.24	A	160	.09	A	423	.24	A	180	.10	A
	SB Off	1	1,800	242	.13	A	415	.23	A	243	.14	A	401	.22	A
	NB Off	1	1,800	639	.36	A	205	.11	A	649	.36	A	206	.11	A
SR-73 at Newport Coast	NB On	1	1,800	500	.28	A	293	.16	A	520	.29	A	307	.17	A
	NB Off	1	1,800	320	.18	A	189	.11	A	343	.19	A	198	.11	A

Table 4-5 (cont)
YEAR 2025 PEAK HOUR RAMP VOLUMES AND V/C RATIOS

Interchange	Ramp	Lanes	Peak Hour Capacity	Year 2025 - With 2006 UCI Trips (Newport Beach)						Year 2025 Revised LRDP (Newport Beach)					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
SR-73 at Bison	SB On	1	1,800	1,293	.72	C	586	.33	A	1,312	.73	C	661	.37	A
	NB On	1	1,800	312	.17	A	961	.53	A	340	.19	A	1,056	.59	A
	SB Off	1	1,800	385	.21	A	423	.24	A	427	.24	A	453	.25	A
	NB Off	1	1,800	253	.14	A	1,559	.87	D	359	.20	A	1,570	.87	D
SR-73 at Bonita Cyn	SB On	1	1,800	237	.13	A	304	.17	A	231	.13	A	334	.19	A
	NB On	1	1,800	617	.34	A	203	.11	A	613	.34	A	210	.12	A
	SB Off	1	1,800	145	.08	A	277	.15	A	142	.08	A	263	.15	A
	NB Off	1	1,800	691	.38	A	412	.23	A	693	.39	A	401	.22	A
SR-73 at Newport Coast	NB On	1	1,800	460	.26	A	304	.17	A	480	.27	A	318	.18	A
	NB Off	1	1,800	549	.31	A	299	.17	A	572	.32	A	308	.17	A

Table 4-6

YEAR 2025 FREEWAY/TOLLWAY MAINLINE PEAK HOUR VOLUMES AND V/C RATIOS

				Year 2025 No Project						Year 2025 With Proposed LRDP					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Location	**Direction**	**Lanes**	**Capacity**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**
I-405 n/o Culver	Northbound	5+1H	11,600	15,750	1.36	F	11,140	.96	E	15,800	1.36	F	11,240	.97	E
I-405 n/o Culver	Southbound	4+1H	9,600	10,030	1.04	F	12,470	1.30	F	10,060	1.05	F	12,510	1.30	F
SR-73 s/o Bison	Northbound	5+1H	11,600	11580	1.00	E	7130	.61	C	11580	1.00	E	7180	.62	C
SR-73 s/o Bison	Southbound	5+1H	11,600	5560	.48	B	9580	.83	D	5600	.48	B	9590	.83	D
SR-73 s/o Bonita Canyon	Northbound	5+1H	11,600	11410	.98	E	6980	.60	C	11430	.99	E	6970	.60	C
SR-73 s/o Bonita Canyon	Southbound	5+1H	11,600	5290	.46	B	9120	.79	D	5320	.46	B	9190	.79	D

UCI providing fair share funding for these improvements, with "fair share" based on the percentage of UCI trips as a proportion of the total traffic volume at the impacted locations. Fair share funding would be provided through transportation fees collected from for-profit development on the campus. The mechanism through which transportation fees will be collected is referred to as the UCI Transportation Program (UCITP). The UCITP is discussed in Chapter 6.0.

Chapter 5.0
POST 2025 OFF-SITE IMPACT ANALYSIS

This chapter describes traffic impacts related to the proposed University of California, Irvine (UCI), Long Range Development Plan (LRDP) update for the Post-2025 planning horizon. Traffic volumes and capacity evaluation results are provided "with project" and "without project" for the buildout circulation system, potentially significant impacts are identified, and a mitigation program is recommended. City of Irvine and City of Newport Beach General Plan buildout traffic data is included in the Post-2025 analysis.

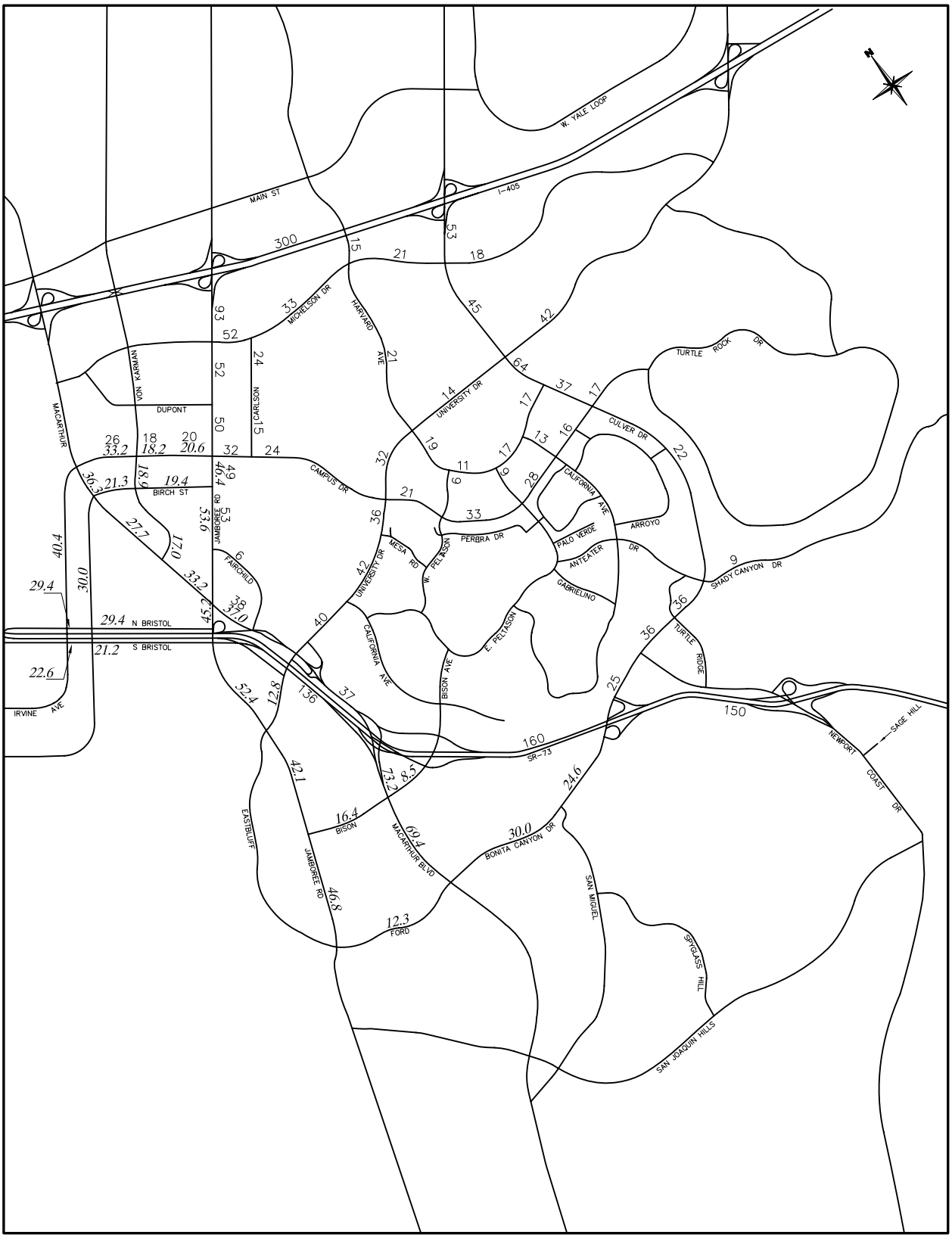
TRAFFIC VOLUMES

Figure 5-1 shows the Post-2025 ADT forecasts for the study area circulation system based on no-project conditions (i.e., existing level of UCI development). Figure 5-2 shows the corresponding long-range ADT forecasts with the proposed LRDP. As discussed in Chapter 1.0, these volumes are derived from the Irvine Transportation Analysis Model (ITAM) for locations in Irvine and from the Newport Beach Traffic Model (NBTM) for locations in Newport Beach.

Link Analysis

Post-2025 no-project ADT volume-to-capacity (V/C) ratios are illustrated in Figure 5-3, and proposed project ADT V/C ratios are illustrated in Figure 5-4. Based on the ADT V/C performance criteria and impact thresholds discussed in Chapter 1.0, 11 arterial roadway segments in Irvine are potentially impacted by the proposed LRDP amendment. The City of Newport Beach does not use ADT V/C ratios to determine project impacts. Consistent with General Plan level studies carried out by the City, ADT V/C ratios are presented for informational purposes only. Hence that information has been included here. Project impacts in the Newport Beach are identified using peak hour intersection performance.

The Irvine locations are further analyzed by examining peak hour levels of service consistent with City traffic study guidelines. The resulting midblock peak hour V/C ratios for the arterial segments under Year 2025 with-project conditions are summarized in Table 5-1.

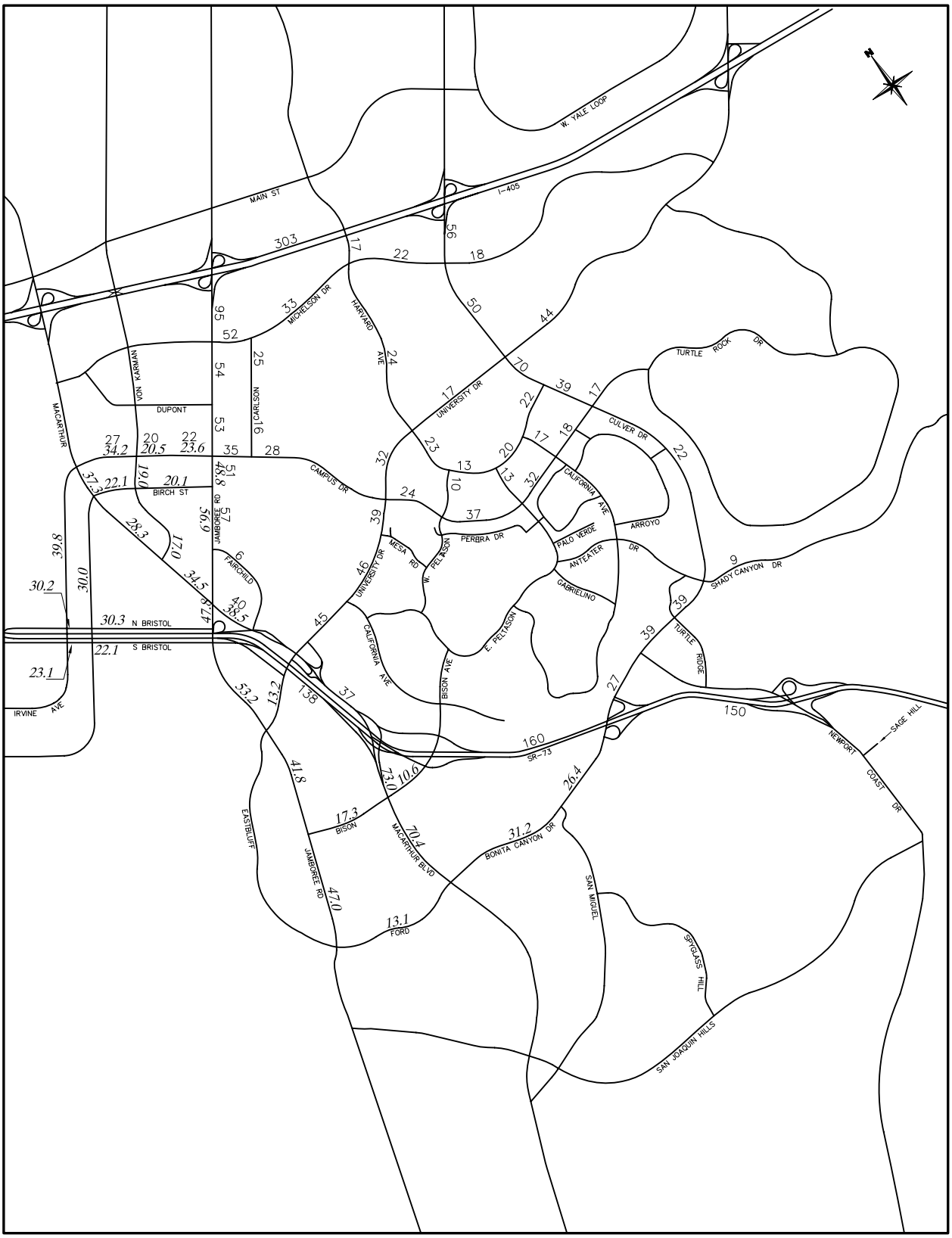


Legend

YY ITAM ADT Volumes
XX.X NBTM ADT Volumes

Figure 5-1

POST-2025 ADT VOLUMES (000's)
- NO-PROJECT



Legend	
YY	ITAM ADT Volumes
XX.X	NBTM ADT Volumes

Figure 5-2

POST-2025 ADT VOLUMES (000's)
- WITH PROPOSED LRDP

Legend	
YY	ITAM ADT V/C Ratio
XX.X	NBTM ADT V/C Ratio

Figure 5-3

POST-2025 ADT VOLUME/CAPACITY RATIOS
- NO-PROJECT

Legend	
YY	ITAM ADT V/C Ratio
XX.X	NBTM ADT V/C Ratio

Figure 5-4

POST-2025 ADT VOLUME/CAPACITY RATIOS
- WITH PROPOSED LRDP

Table 5-1

POST-2025 (LONG-RANGE BUILDOUT) WITH-PROJECT ARTERIAL ROADWAY PEAK HOUR ANALYSIS SUMMARY

Roadway	Jurisdiction	Lanes	ADT	Peak Hour Capacity[1]	Highest Peak Volume	Peak Hour	
						V/C	LOS
Bonita Canyon (Shady Canyon to Newport Coast)	Irvine	4	39,000	3,200	2,120 (AM Northbound)	.66	B
Campus (Carlson to University)	Irvine	4	28,000	3,200	1,528 (PM Westbound)	.48	A
Campus (E. Peltason to California)	Irvine	4	32,000	3,200	1,670 (PM Eastbound)	.52	A
Campus (Jamboree to Carlson)	Irvine	4	35,000	3,200	2,022 (PM Westbound)	.63	B
Campus (W. Peltason to E. Peltason)	Irvine	4	37,000	3,200	1,500 (AM Eastbound)	.47	A
Culver (I-405 to Michelson)	Irvine	6	56,000	4,800	3,352 (PM Northbound)	.70	B
Culver (Michelson to University)	Irvine	6	50,000	4,800	2,626 (PM Northbound)	.55	A
Culver (University to Harvard)	Irvine	6	70,000	4,800	3,257 (PM Northbound)	.68	B
Harvard (Michelson to University)	Irvine	2	24,000	2,000	1,580 (PM Northbound)	.79	C
Jamboree (I-405 to Michelson)	Irvine	8	95,000	6,400	4,447 (AM Southbound)	.69	B
University (Ridgeline to Culver)	Irvine	4	44,000	3,200	3,110 (PM Eastbound)	.97[2]	E

[1] The peak hour capacity is determined by multiplying the midblock number of lanes for each direction by a lane capacity of 1,600 vehicles per hour. Where the distance between controlled intersections is one or more miles, the midblock number of lanes is multiplied by a lane capacity of 2,000 vehicles per hour (such as the case with Harvard Avenue). *(Source: Revised Peak Hour Link Analysis Methodology, December 16, 1996.)*

[2] Significant project impact (see Chapter 1.0 for the performance criteria applied in this study).

ADT – Average Daily Traffic LOS – Level of Service

As the summary table indicates, one arterial roadway segment, University Drive east of Culver Drive, is forecast to operate at an unacceptable level of service during the peak hour; therefore an ADT deficiency is expected to occur along this arterial segment (i.e., the arterial roadway segment is considered to be significantly impacted by the proposed project). University Drive east of Culver Drive is identified as a significant cumulative impact since it is deficient with or without the project.

Intersection Analysis

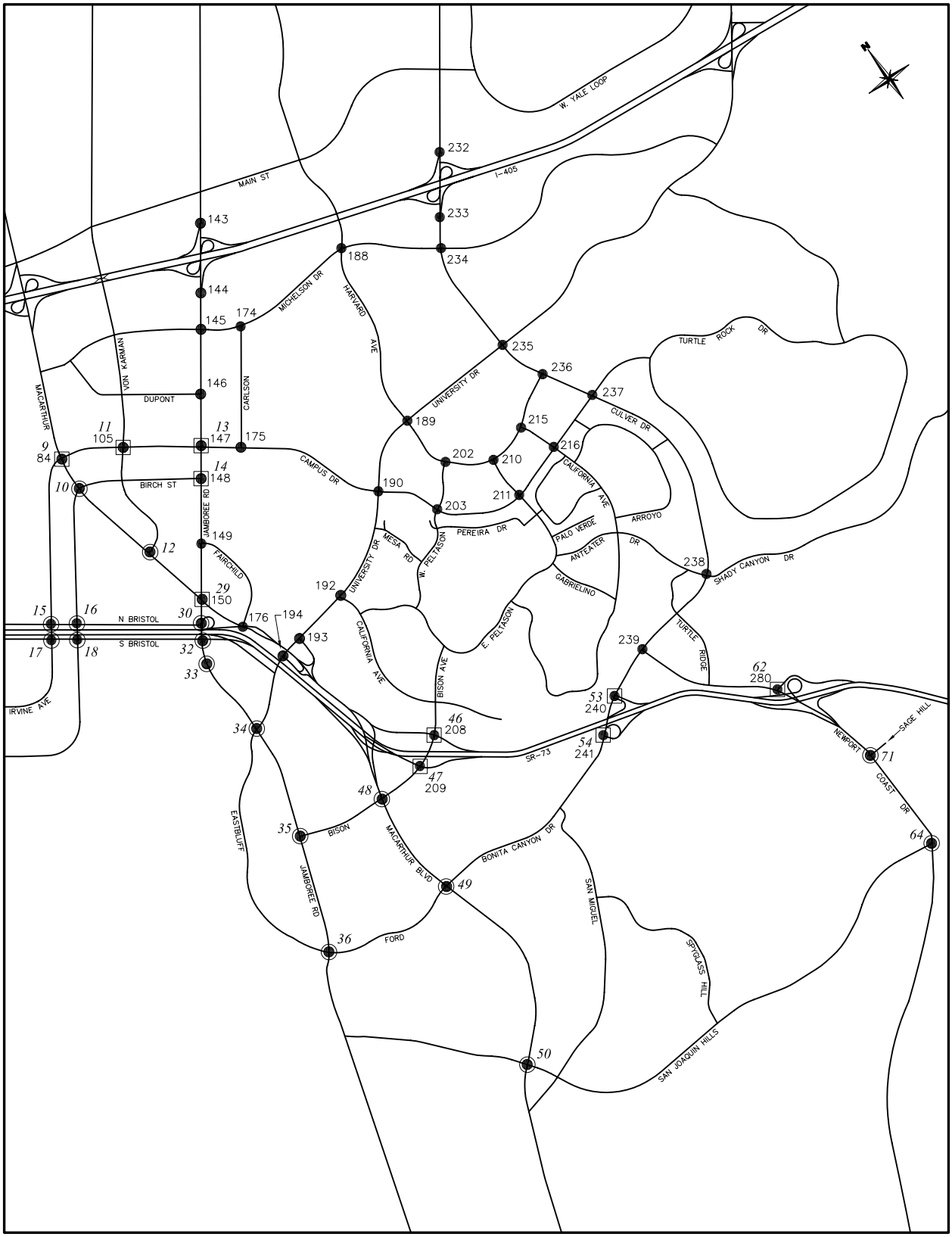
Figure 5-5 illustrates the intersection locations that were analyzed based on Post-2025 conditions. Post-2025 no-project and with proposed LRDP peak hour ICU values are summarized in Tables 5-2 and 5-3 for Irvine and Newport Beach intersections, respectively. From these tables, six locations in Irvine and six locations in Newport Beach are shown to be potentially impacted by the proposed project. Table 5-4 summarizes these locations and distinguishes those where the project causes the deficiency (#175 and #190) from those where the project contributes to an already deficient condition (#188, #234, #235, #239, #11, #13, #14, #29, #32, and #50). It should be noted that the ICUs for locations within the City of Newport Beach are calculated to the third decimal place per Newport Beach guidelines.

Peak Hour Freeway/Tollway Ramp Levels of Service

Figure 5-6 illustrates the interchange locations where freeway/tollway ramps were analyzed based on Post-2025 conditions, and Table 5-5 summarizes Post-2025 AM and PM peak hour ramp volumes and V/C ratios for no-project and with-project conditions. Based on the peak hour ramp performance criteria and impact thresholds discussed in Chapter 1.0, no freeway/tollway ramp is forecast to be significantly impacted by the proposed project based on Post-2025 conditions.

Peak Hour Freeway/Tollway Mainline Levels of Service

Table 5-6 summarizes Post-2025 AM and PM freeway/tollway mainline peak hour volumes and V/C ratios for no-project and with-project conditions. Based on the peak hour mainline performance criteria and impact thresholds discussed in Chapter 1.0, no freeway/tollway mainline segment is forecast to be significantly impacted by the proposed project based on Post-2025 conditions.
Figure 5-5.



Legend

- Irvine Transportation Analysis Model (ITAM)
- Newport Beach Traffic Model (NBTM)
- ITAM & NBTM
- YYY ITAM Intersection Location Reference Number
- *XXX* NBTM Intersection Location Reference Number

Figure 5-5

POST-2025 INTERSECTION LOCATION MAP
- OFF-CAMPUS

Table 5-2

POST-2025 PEAK HOUR INTERSECTION LOS SUMMARY (IRVINE LOCATIONS)

		No-Project				Proposed LRDP				Difference	
		AM		PM		AM		PM			
Intersection		**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	LOS	**ICU**	**LOS**	**AM**	**PM**
84	MacArthur Bl. & Campus Dr. (b)	.64	B	.76	C	.65	B	.76	C	.01	.00
105	Von Karman Av. & Campus Dr. (b)	.71	C	.78	C	.75	C	.82	D	.04	.04
143	Jamboree Rd. & I-405 NB Ramps (b)	.57	A	.58	A	.58	A	.58	A	.01	.00
144	Jamboree Rd. & I-405 SB Ramps (b)	.85	D	.74	C	.86	D	.74	C	.01	.00
145	Jamboree Rd. & Michelson Dr. (b)	.83	D	1.15	F	.84	D	1.15	F	.01	.00
146	Jamboree Rd. & Dupont Dr. (b)	.65	B	.74	C	.69	B	.76	C	.04	.02
147	Jamboree Rd. & Campus Dr. (b)	.78	C	.89	D	.82	D	.91	E	.04	.02
148	Jamboree Rd. & Birch St. (b)	.75	C	.93	E	.81	D	.97	E	.06	.04
149	Jamboree Rd. & Fairchild Rd. (b)	.75	C	.73	C	.80	C	.75	C	.05	.02
150	Jamboree Rd. & MacArthur Bl. (b)	.77	C	.94	E	.78	C	.98	E	.01	.04
174	Carlson Av. & Michelson Dr.	1.05	F	1.04	F	1.02	F	1.03	F	-.03	-.01
175	Carlson Av. & Campus Dr. (a)	.60	A	.90	D	.64	B	.95	E	.04	.05
176	Fairchild Rd. & MacArthur Bl.	.80	C	.77	C	.81	D	.77	C	.01	.00
188	Harvard Av. & Michelson Dr. (a)	.74	C	1.04	F	.77	C	1.11	F	.03	.07
189	Harvard Av. & University Dr.	.78	C	.83	D	.78	C	.90	D	.00	.07
190	University Dr. & Campus Dr. (a)	.87	D	.82	D	.96	E	.86	D	.09	.04
192	University Dr & California Av.	.80	C	.81	D	.83	D	.87	D	.03	.06
193	University Dr. & MacArthur Bl. NB	.63	B	.67	B	.68	B	.77	C	.05	.10
194	University Dr. & MacArthur Bl. SB	.37	A	.41	A	.39	A	.43	A	.02	.02
202	Bridge Rd. & Harvard Av.	.26	A	.43	A	.28	A	.48	A	.02	.05
203	Bridge Rd. & Campus Dr.	.65	B	.57	A	.72	C	.59	A	.07	.02
208	Bison Av. & SR-73 NB Ramps	.37	A	.36	A	.42	A	.45	A	.05	.09
209	Bison Av. & SR-73 SB Ramps	.31	A	.26	A	.34	A	.28	A	.03	.02
210	Berkeley Av. & Harvard Av.	.37	A	.53	A	.46	A	.57	A	.09	.04
211	Berkeley Av. & Campus Dr.	.51	A	.66	B	.60	A	.78	C	.09	.12

Table 5-2 (cont)
POST-2025 PEAK HOUR INTERSECTION LOS SUMMARY (IRVINE LOCATIONS)

Intersection	No-Project				Proposed LRDP				Difference	
	AM		PM		AM		PM			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
215 California Av. & Harvard Av.	.36	A	.66	B	.47	A	.80	C	.11	.14
216 California Av. & Campus Dr.	.54	A	.68	B	.70	B	.85	D	.16	.17
232 Culver Dr. & I-405 NB Ramps	.47	A	.69	B	.50	A	.71	C	.03	.02
233 Culver Dr. & I-405 SB Ramps	.55	A	.72	C	.60	A	.75	C	.05	.03
234 Culver Dr. & Michelson Dr. (a)	.64	B	1.02	F	.70	B	1.08	F	.06	.06
235 Culver Dr. & University Dr. (a)	.64	B	.98	E	.70	B	1.06	F	.06	.08
236 Culver Dr. & Harvard Av.	.59	A	.80	C	.66	B	.90	D	.07	.10
237 Culver Dr. & Campus Dr.	.77	C	.64	B	.76	C	.66	B	-.01	.02
238 Culver Dr. & Bonita Cyn. Dr.	.57	A	.60	A	.62	B	.68	B	.05	.08
239 Bonita Cyn. Dr. & Newport Coast Dr. (a)	1.06	F	.71	C	1.14	F	.78	C	.08	.07
240 Bonita Cyn. Dr. & SR-73 NB Ramps	.63	B	.58	A	.64	B	.60	A	.01	.02
241 Bonita Cyn. Dr. & SR-73 SB Ramps	.37	A	.50	A	.39	A	.51	A	.02	.01
280 Newport Coast Dr. & SR-73 NB Ramps	.54	A	.31	A	.56	A	.31	A	.02	.00

(a) This is a significant project impact (refer to Chapter 1.0 for the impact thresholds established for City of Irvine locations within the study area).

(b) For City of Irvine, LOS "E" is acceptable at this Irvine Business Complex (IBC) intersection.

Table 5-3

POST 2025 PEAK HOUR INTERSECTION LOS SUMMARY (NEWPORT BEACH LOCATIONS)

Intersection		No-Project				Proposed LRDP				Difference	
		AM		PM		AM		PM			
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
9	MacArthur Bl. & Campus Dr.	.806	D	1.236	F	.815	D	1.237	F	.009	.001
10	MacArthur Bl. & Birch St.	.763	C	.909	E	.792	C	.903	E	.029	-.006
11	Von Karman Av. & Campus Dr. (a)	.702	C	.949	E	.740	C	.977	E	.038	.028
12	MacArthur Bl. & Von Karman Av.	.532	A	.642	B	.538	A	.652	B	.006	.010
13	Jamboree Rd. & Campus Dr. (a)	.896	D	1.145	F	.937	E	1.183	F	.041	.038
14	Jamboree Rd. & Birch St. (a)	.946	E	.806	D	1.010	F	.841	D	.064	.035
15	Campus Dr. & Bristol St. N.	1.025	F	1.057	F	1.024	F	1.057	F	-.001	.000
16	Birch St. & Bristol St. N.	.897	D	.711	C	.895	D	.725	C	-.002	.014
17	Campus Dr. & Bristol St. S.	.879	D	.773	C	.894	D	.772	C	.015	-.001
18	Birch St. & Bristol St. S.	.489	A	.533	A	.510	A	.537	A	.021	.004
29	MacArthur Bl. & Jamboree Rd. (a)	.902	E	.988	E	.936	E	1.030	F	.034	.042
30	Jamboree Rd. & Bristol St. N.	.656	B	.627	B	.683	B	.677	B	.027	.050
32	Jamboree Rd. & Bristol St. S. (a)	.914	E	.856	D	.942	E	.877	D	.028	.021
33	Jamboree Rd. & Bayview Wy.	.455	A	.654	B	.451	A	.674	B	-.004	.020
34	Jamboree Rd. & Eastbluff/University Dr.	.677	B	.646	B	.678	B	.675	B	.001	.029
35	Jamboree Rd. & Bison Av.	.513	A	.615	B	.517	A	.630	B	.004	.015
36	Jamboree Rd. & Eastbluff/Ford	.802	D	.769	C	.802	D	.769	C	.000	.000
46	SR-73 NB Ramps & Bison Av.	.522	A	.599	A	.520	A	.609	B	-.002	.010
47	SR-73 SB Ramps & Bison Av.	.421	A	.305	A	.428	A	.329	A	.007	.024
48	MacArthur Bl. & Bison Av.	.778	C	.781	C	.789	C	.804	D	.011	.023
49	MacArthur Bl. & Ford Rd./Bonita Cyn. Dr.	.792	C	.988	E	.801	D	.995	E	.009	.007
50	MacArthur Bl. & San Joaquin Hills Rd. (a)	.776	C	1.103	F	.784	C	1.118	F	.008	.015
53	SR-73 NB Ramps & Bonita Cyn. Dr.	1.058	F	.767	C	1.060	F	.762	C	.002	-.005
54	SR-73 SB Ramps & Bonita Cyn. Dr.	.469	A	.660	B	.467	A	.662	B	-.002	.002
62	Newport Coast Dr. & SR-73 NB Ramps	.645	B	.410	A	.653	B	.398	A	.008	-.012

Table 5-3 (cont.)
POST 2025 PEAK HOUR INTERSECTION LOS SUMMARY (NEWPORT BEACH LOCATIONS)

		No-Project				Proposed LRDP				Difference	
		AM		PM		AM		PM			
Intersection		**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**AM**	**PM**
64	Newport Coast Dr. & San Joaquin Hills Rd.	.622	B	.464	A	.622	B	.481	A	.000	.017
71	Newport Coast Dr. & Sage Hill	.448	A	.516	A	.447	A	.521	A	-.001	.005

a) This is a significant project impact (refer to Chapter 1.0 for the impact thresholds established for City of Newport Beach locations within the study area).

Table 5-4

SIGNIFICANT POST-2025 IMPACTS TO BE MITIGATED

No.	Intersection	Cumulative/Project
175	Carlson Av. & Campus Dr.	P
188	Harvard Av. & Michelson Dr.	C
190	University Dr. & Campus Dr.	P
234	Culver Dr. & Michelson Dr.	C
235	Culver Dr. & University Dr.	C
239	Bonita Canyon Dr. & Newport Coast Dr.	C
–	University Dr. between Culver Dr. and Ridgeline Dr. (roadway link)	C
11	Von Karman Av. & Campus Dr.	C
13	Jamboree Rd. & Campus Dr.	C
14	Jamboree Rd. & Birch St.	C
29	MacArthur Bl. & Jamboree Rd.	C
32	Jamboree Rd. & Bristol St. S.	C
50	MacArthur Bl. & San Joaquin Hills Rd.	C

C – Cumulative Impact
P – Project Impact

Legend

Freeway/tollway interchange location

Figure 5-6

POST-2025 INTERCHANGE LOCATIONS

Table 5-5

POST-2025 PEAK HOUR RAMP VOLUMES AND V/C RATIOS

Interchange	Ramp	Lanes	Peak Hour Capacity	Post-2025 - With 2006 UCI Trips (ITAM)						Post-2025 Revised LRDP (ITAM)					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
I-405 at Jamboree	SB Direct On	2	3,600	587	.16	A	1,240	.34	A	594	.17	A	1,240	.34	A
	SB Loop On	1	1,800	175	.10	A	280	.16	A	174	.10	A	280	.16	A
	NB Direct On	2	3,600	1,163	.32	A	1,110	.31	A	1,160	.32	A	1,110	.31	A
	NB Loop On	1	1,800	341	.19	A	860	.48	A	350	.19	A	860	.48	A
	SB Off	3	5,400	2,751	.51	A	1,799	.33	A	2,749	.51	A	1,788	.33	A
	NB Off	2	3,600	1,959	.54	A	1,163	.32	A	1,965	.55	A	1,174	.33	A
SR-73 at Bison	SB On	1	1,800	150	.08	A	434	.24	A	160	.09	A	501	.28	A
	NB On	1	1,800	151	.08	A	510	.28	A	160	.09	A	666	.37	A
	SB Off	1	1,800	661	.37	A	212	.12	A	683	.38	A	212	.12	A
	NB Off	1	1,800	450	.25	A	200	.11	A	533	.30	A	230	.13	A
I-405 at Culver	SB Direct On	1	1,800	310	.17	A	680	.38	A	320	.18	A	720	.40	A
	SB Loop On	1	1,800	360	.20	A	430	.24	A	360	.20	A	440	.24	A
	NB Direct On	1	1,800	1,050	.58	A	466	.26	A	1,050	.58	A	467	.26	A
	NB Loop On	1	1,800	1,060	.59	A	395	.22	A	1,100	.61	B	427	.24	A
	SB Off	1.5	2,700	928	.34	A	1,685	.62	B	948	.35	A	1,704	.63	B
	NB Off	1	1,800	553	.31	A	830	.46	A	603	.34	A	832	.46	A
SR-73 at Bonita Cyn	SB On	1	1,800	215	.12	A	660	.37	A	210	.12	A	660	.37	A
	NB On	1	1,800	413	.23	A	160	.09	A	413	.23	A	170	.09	A
	SB Off	1	1,800	232	.13	A	370	.21	A	245	.14	A	356	.20	A
	NB Off	1	1,800	659	.37	A	239	.13	A	669	.37	A	230	.13	A
SR-73 at Newport Coast	NB On	1	1,800	500	.28	A	298	.17	A	510	.28	A	329	.18	A
	NB Off	1	1,800	317	.18	A	170	.09	A	331	.18	A	180	.10	A

Table 5-5 (cont)
POST-2025 PEAK HOUR RAMP VOLUMES AND V/C RATIOS

Interchange	Ramp	Lanes	Peak Hour Capacity	Post-2025 - With 2006 UCI Trips (Newport Beach)						Post-2025 Revised LRDP (Newport Beach)					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
SR-73 at Bison	SB On	1	1,800	1,294	.72	C	637	.35	A	1,301	.72	C	711	.40	A
	NB On	1	1,800	311	.17	A	961	.53	A	310	.17	A	1,000	.56	A
	SB Off	1	1,800	384	.21	A	421	.23	A	395	.22	A	421	.23	A
	NB Off	1	1,800	321	.18	A	1,564	.87	D	408	.23	A	1,581	.88	D
SR-73 at Bonita Cyn	SB On	1	1,800	243	.14	A	351	.20	A	238	.13	A	353	.20	A
	NB On	1	1,800	603	.34	A	200	.11	A	603	.34	A	200	.11	A
	SB Off	1	1,800	141	.08	A	232	.13	A	141	.08	A	230	.13	A
	NB Off	1	1,800	694	.39	A	419	.23	A	701	.39	A	410	.23	A
SR-73 at Newport Coast	NB On	1	1,800	460	.26	A	309	.17	A	470	.26	A	340	.19	A
	NB Off	1	1,800	546	.30	A	280	.16	A	560	.31	A	290	.16	A

Table 5-6

POST-2025 FREEWAY/TOLLWAY MAINLINE PEAK HOUR VOLUMES AND V/C RATIOS

				Post-2025 No Project						**Post-2025 With Proposed LRDP**					
				AM Peak Hour			**PM Peak Hour**			**AM Peak Hour**			**PM Peak Hour**		
Location	**Dir**	**Lanes**	**Capacity**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**
I-405 n/o Culver	NB	5+1H	11,600	14,910	1.29	F	10,580	.91	E	14,930	1.29	F	10,650	.92	E
I-405 n/o Culver	SB	4+1H	9,600	9,390	.98	E	11,670	1.22	F	9,400	.98	E	11,690	1.22	F
SR-73 s/o Bison	NB	5+1H	11,600	12900	1.11	F	8010	.69	C	12970	1.12	F	8040	.69	C
SR-73 s/o Bison	SB	5+1H	11,600	6190	.53	C	10750	.93	E	6210	.54	C	10790	.93	E
SR-73 s/o Bonita Canyon	NB	5+1H	11,600	12790	1.10	F	7900	.68	C	12860	1.11	F	7910	.68	C
SR-73 s/o Bonita Canyon	SB	5+1H	11,600	5960	.51	C	10470	.90	E	5950	.51	C	10530	.91	E

MITIGATION MEASURES

Traffic mitigation measures proposed for the 2007 LRDP involve participation in future improvements to selected roadways and intersections in the study area. Such participation would involve UCI providing fair share funding for these improvements, with "fair share" based on the percentage of UCI trips as a proportion of the total traffic volume at the impacted locations. Fair share funding will be provided through transportation fees collected from for-profit development on the campus. The mechanism through which transportation fees will be collected is referred to as the UCI Transportation Program (UCITP). The UCITP is discussed in Chapter 6.0.

Chapter 6.0
UCI TRANSPORTATION IMPROVEMENT PROGRAM

This chapter discusses the University of California, Irvine, Transportation Program (UCITP) that establishes the mechanism through which off-campus transportation improvements will be funded by the University. This program will be implemented by the University to assist in improving levels of service on the surrounding street system and to mitigate the significant impacts associated with UCI traffic. The program has two components or "tiers" as follows:

1. Financial participation in improvements at locations shown to have a significant project impact from the 2007 LRDP as identified in this study.
2. Financial participation in improvements at locations shown to have cumulative impacts to which the LRDP is contributing to an impact, as identified in this study.

The overall intent is to revise the current Mitigation Measure 123 fee program (developed as a result of the 1989 LRDP) with an updated program with similar objectives. As in Mitigation Measure 123, "for-profit" development on the campus will pay transportation fees that in turn will be used to fund the UCITP.

Table 6-1 presents the roadway links and intersections that will be included in tiers 1 and 2 of the UCITP for Year 2025 and Post-2025 conditions. Measures are identified to mitigate project impacts to an acceptable level of service based on City of Irvine or City of Newport Beach level of service standards for that location. Measures are identified to mitigate cumulative impacts to "without project" levels. As the identified improvements are not within the jurisdiction of the University and will be planned, designed, and implemented by other entities including the City of Irvine, the City of Newport Beach, or other public agencies, the final configuration of proposed improvements may vary from the improvements identified in this study.

Tables 6-2 and 6-3 summarize the intersection capacity utilization (ICU) results with the UCITP measures for year 2025 and Post-2025, respectively. The addition of a third westbound through lane at University Drive east of Culver Drive for Post-2025 conditions results in a volume/capacity ratio below no-project conditions with an ICU of 1.18, thereby mitigating the project impact.

Table 6-1

2007 LRDP IMPACTED INTERSECTIONS LANE INVENTORY

Intersection No.	Intersection (N/S at E/W)	Lane	Existing (2005)	2025	2025 with Mitigation	Post-2025	Post-2025 with Mitigation
City of Irvine							
174	Carlson Av. & Michelson Dr.	NBL	1				
		NBT	1				
		NBR	1				
		SBL	1				
		SBT	2				
		SBR	f				
		EBL	2				
		EBT	2				
		EBR	1				
		WBL	1				
		WBT	2		3		
		WBR	1				
175	Carlson Av. & Campus Dr.	NBL	0				
		NBT	0				
		NBR	0				
		SBL	1				
		SBT	0				
		SBR	1				
		EBL	1		2		2
		EBT	1			2	
		EBR	0				
		WBL	0				
		WBT	1			2	
		WBR	d				
188	Harvard Av. & Michelson Dr.	NBL	1				
		NBT	2				
		NBR	0		d		d
		SBL	1				
		SBT	2				
		SBR	1				
		EBL	2				
		EBT	2				
		EBR	f				
		WBL	1				
		WBT	2				
		WBR	0				

Table 6-1 (cont.)
2007 LRDP IMPACTED INTERSECTIONS LANE INVENTORY

Intersection No.	Intersection (N/S at E/W)	Lane	Existing (2005)	2025	2025 with Mitigation	Post-2025	Post-2025 with Mitigation
City of Irvine (cont.)							
190	University Dr. & Campus Dr.	NBL	1			2	
		NBT	3				
		NBR	1		2		2
		SBL	1			2	
		SBT	2			3	
		SBR	1			0	
		EBL	1			2	
		EBT	2				
		EBR	d				
		WBL	1		2	2	
		WBT	2				
		WBR	d				
192	University Dr. & California Av.	NBL	0				
		NBT	2			3	
		NBR	1				
		SBL	1				
		SBT	2			3	
		SBR	0				
		EBL	0				
		EBT	0				
		EBR	0				
		WBL	2		1.5		
		WBT	0				
		WBR	1		1.5		
234	Culver Dr. & Michelson Dr. *A 4th NBT lane is needed but may be physically infeasible; ATMS contribution may be provided as an alternative.	NBL	2				
		NBT	3		4*		4*
		NBR	d				
		SBL	2				
		SBT	3				
		SBR	1				
		EBL	2				
		EBT	1		2		2
		EBR	1		d		d
		WBL	1				
		WBT	2				
		WBR	1				

Table 6-1 (cont.)
2007 LRDP IMPACTED INTERSECTIONS LANE INVENTORY

Intersection No.	Intersection (N/S at E/W)	Lane	Existing (2005)	2025	2025 with Mitigation	Post-2025	Post-2025 with Mitigation
City of Irvine (cont.)							
235	Culver Dr. & University Dr. * Plus right-turn overlap with the WBL (fully funded NITM improvements).	NBL	1			2	1
		NBT	3		4	3	4
		NBR	d	2*			
		SBL	1			2	
		SBT	3				4
		SBR	0			d	
		EBL	2				
		EBT	3				
		EBR	0	d			
		WBL	2				
		WBT	3				
		WBR	0				
239	Bonita Canyon Dr. & Newport Coast Dr.	NBL	0				
		NBT	2				
		NBR	1				
		SBL	2				
		SBT	1				
		SBR	0				
		EBL	0				
		EBT	0				
		EBR	0				
		WBL	1				
		WBT	0				
		WBR	1		2		2
–	University Dr. between Culver Dr. and Ridgeline Dr. (roadway link)	EB	2				
		WB	2				3
City of Newport Beach							
11	Von Karman Av. & Campus Dr.	NBL	1				
		NBT	2				
		NBR	f				
		SBL	1				
		SBT	2				
		SBR	0				
		EBL	1		2		2
		EBT	2				
		EBR	f		0		0
		WBL	1				
		WBT	2				
		WBR	0				

Table 6-1 (cont.)
2007 LRDP IMPACTED INTERSECTIONS LANE INVENTORY

Intersection No.	Intersection (N/S at E/W)	Lane	Existing (2005)	2025	2025 with Mitigation	Post-2025	Post-2025 with Mitigation
City of Newport Beach (cont.)							
13	Jamboree Rd. & Campus Dr. *Add right-turn overlap for WBR and NBR.	NBL	2				
		NBT	4				
		NBR	0		1*		1*
		SBL	2				
		SBT	3				
		SBR	0		1		
		EBL	2				
		EBT	2				
		EBR	f				
		WBL	2				
		WBT	2				
		WBR	1		1*		1*
14	Jamboree Rd. & Birch St.	NBL	1				
		NBT	3				
		NBR	0				
		SBL	1				
		SBT	3		4		4
		SBR	f				
		EBL	1.5				
		EBT	0.5				
		EBR	f				
		WBL	0				
		WBT	1				
		WBR	0				
29	MacArthur Bl. & Jamboree Rd.	NBL	2				
		NBT	3				
		NBR	1				
		SBL	2				
		SBT	3				
		SBR	f				
		EBL	2				
		EBT	3		4		4
		EBR	f				
		WBL	2				
		WBT	3				
		WBR	f				

Table 6-1 (cont.)
2007 LRDP IMPACTED INTERSECTIONS LANE INVENTORY

Intersection No.	Intersection (N/S at E/W)	Lane	Existing (2005)	2025	2025 with Mitigation	Post-2025	Post-2025 with Mitigation
City of Newport Beach (cont.)							
32	Jamboree Rd. & Bristol St. S.	NBL	0				
		NBT	5				
		NBR	0				
		SBL	0				
		SBT	3			4	
		SBR	0				
		EBL	1.5				2.5
		EBT	1.5				
		EBR	2				
		WBL	0				
		WBT	0				
		WBR	0				
50	MacArthur Bl. & San Joaquin Hills Rd.	NBL	2				
		NBT	3				
		NBR	1				
		SBL	2		3		3
		SBT	3				
		SBR	f				
		EBL	2				
		EBT	3				
		EBR	0				
		WBL	1				
		WBT	2				
		WBR	f				

Table 6-2

2025 INTERSECTION ICU SUMMARY WITH UCITP MEASURES

Intersection (N/S Road at E/W Road)	No-Project		With-Project		With-Mitigation	
	AM	PM	AM	PM	AM	PM
City of Irvine						
174. Carlson Av. & Michelson Dr.	.94	.94	.94	.96	.87	.87
175. Carlson Av. & Campus Dr.	.73	1.03	.76	1.16	.75	1.01
188. Harvard Av. & Michelson Dr.	.76	1.04	.79	1.10	.79	1.01
190. University Dr. & Campus Dr.	.82	.89	.83	.94	.76	.81
192. University Dr. & California Av.	.77	.84	.83	.91	.83	.77
234. Culver Dr. & Michelson Dr.	.60	1.01	.65	1.09	.57	.99
235. Culver Dr. & University Dr.	.68	.94	.75	1.03	.75	.94
239. Bonita Cyn. Dr. & Newport Coast Dr.	1.02	.60	1.10	.69	.87	.69
City of Newport Beach						
11. Von Karman Av. & Campus Dr.	.693	.931	.717	.967	.615	.897
13. Jamboree Rd. & Campus Dr.	.816	1.091	.847	1.140	.808	.958
14. Jamboree Rd. & Birch St.	.915	.745	.986	.787	.876	.754
29. MacArthur Bl. & Jamboree Rd.	.890	.956	.917	1.000	.855	.925
50. MacArthur Bl. & San Joaquin Hills Rd.	.764	1.166	.772	1.179	.710	1.080

Level of service ranges:
.00 – .60 A
.61 – .70 B
.71 – .80 C
.81 – .90 D
.91 – 1.00 E
Above 1.00 F

Table 6-3

POST-2025 INTERSECTION ICU SUMMARY WITH UCITP MEASURES

Intersection (N/S Road at E/W Road)	No-Project		With-Project		With-Mitigation	
	AM	PM	AM	PM	AM	PM
City of Irvine						
175. Carlson Av. & Campus Dr.	.60	.90	.64	.95	.61	.82
188. Harvard Av. & Michelson Dr.	.74	1.04	.77	1.11	.77	1.02
190. University Dr. & Campus Dr.	.87	.82	.96	.86	.79	.86
234. Culver Dr. & Michelson Dr.	.64	1.02	.70	1.08	.56	.94
235. Culver Dr. & University Dr.	.64	.98	.70	1.06	.67	.97
239. Bonita Cyn. Dr. & Newport Coast Dr.	1.06	.71	1.14	.78	.88	.78
City of Newport Beach						
11. Von Karman Av. & Campus Dr.	.702	.949	.740	.977	.623	.901
13. Jamboree Rd. & Campus Dr.	.896	1.145	.937	1.183	.885	1.056
14. Jamboree Rd. & Birch St.	.946	.806	1.010	.841	.904	.790
29. MacArthur Bl. & Jamboree Rd.	.902	.988	.936	1.030	.880	.952
32. Jamboree Rd. & Bristol St. S.	.914	.856	.942	.877	.718	.785
50. MacArthur Bl. & San Joaquin Hills Rd.	.776	1.103	.784	1.118	.722	1.023

Level of service ranges:
.00 – .60 A
.61 – .70 B
.71 – .80 C
.81 – .90 D
.91 – 1.00 E
Above 1.00 F

The University will monitor UCITP fee levels and adjust fees accordingly to reflect the cost of needed improvements and to be commensurate with transportation fee levels established by local jurisdictions. UCITP fee levels will be established with the objective of maintaining fee levels that are equivalent to fees collected for similar development projects off-campus.

Chapter 7.0
ON-SITE CIRCULATION ANALYSIS

This chapter discusses the on-campus roadway system for the proposed University of California, Irvine (UCI), 2007 Long Range Development Plan (LRDP). Full implementation of the LRDP is expected to be achieved by Year 2025, and therefore the on-campus 2007 LRDP assumptions presented here apply to both Year 2025 and Post-2025 conditions.

TRAFFIC FORECASTS

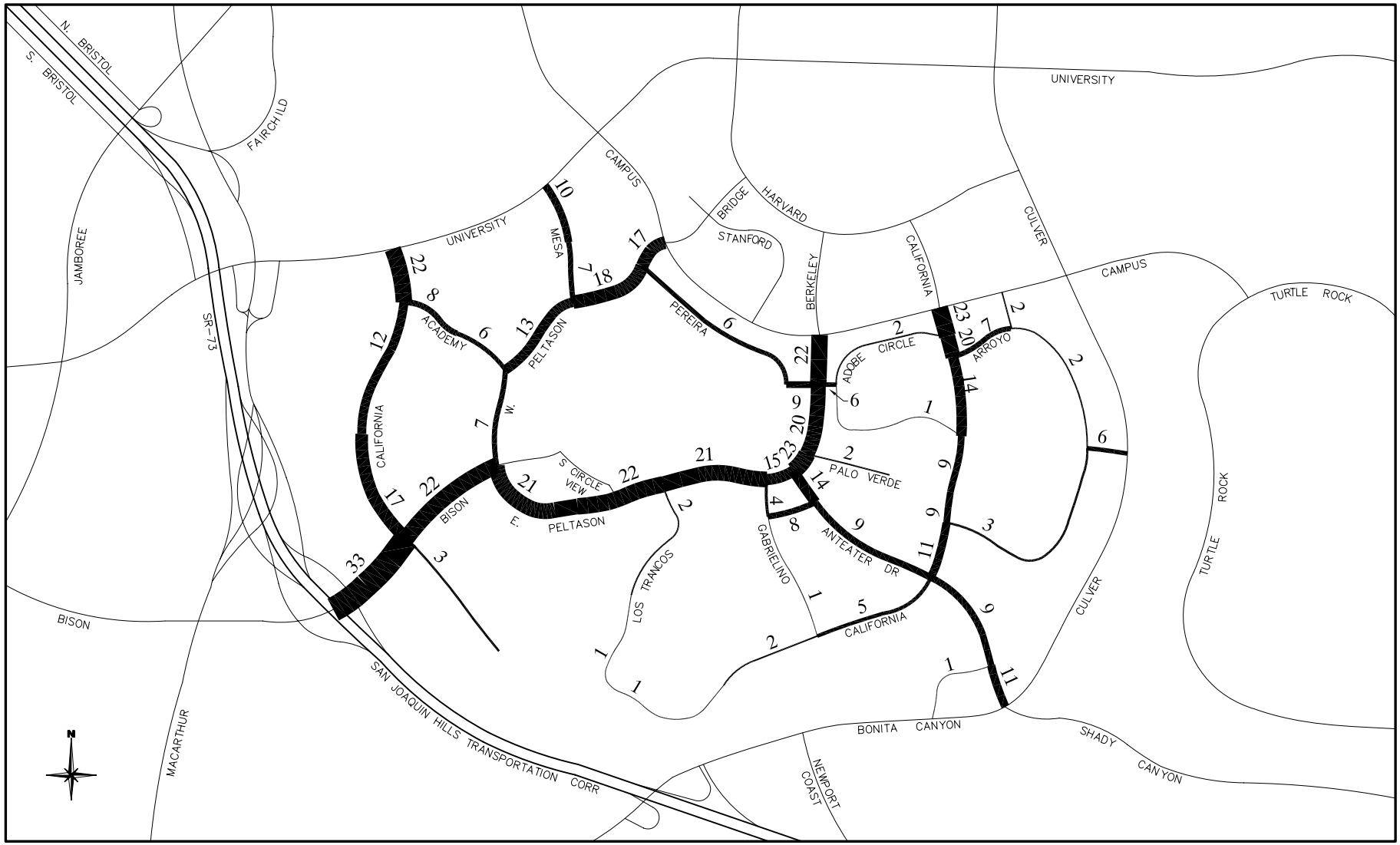
Figure 7-1 shows the estimated average daily traffic (ADT) volumes for the Main Campus circulation system under the proposed 2007 LRDP update.

To verify the adequacy of future intersections on campus to accommodate LRDP traffic volumes, peak hour intersection capacity utilization (ICU) values were calculated for locations that are currently signalized or may be candidates for future signalization (see Figure 7-2). The results are listed in Table 7-1. All locations achieve level of service (LOS) "D" or better under the proposed 2007 LRDP.

PHASING

Development of the LRDP will occur over a period of 17 or more years and is subject to State funding, statewide enrollment demand, and other variables. Therefore, there are no established interim year phasing plans. Since the LRDP does not include a phasing plan and the rate of development will depend on a variety of factors external to the University, campus development may occur at a slower pace than anticipated and at a slower rate than the surrounding community.

Transportation improvements to the local off-campus circulation system will be made in a manner that responds to General Plan objectives and other needs, as determined by local agencies. UCI will establish a traffic monitoring program and provide reports to local agencies to assist in transportation planning.

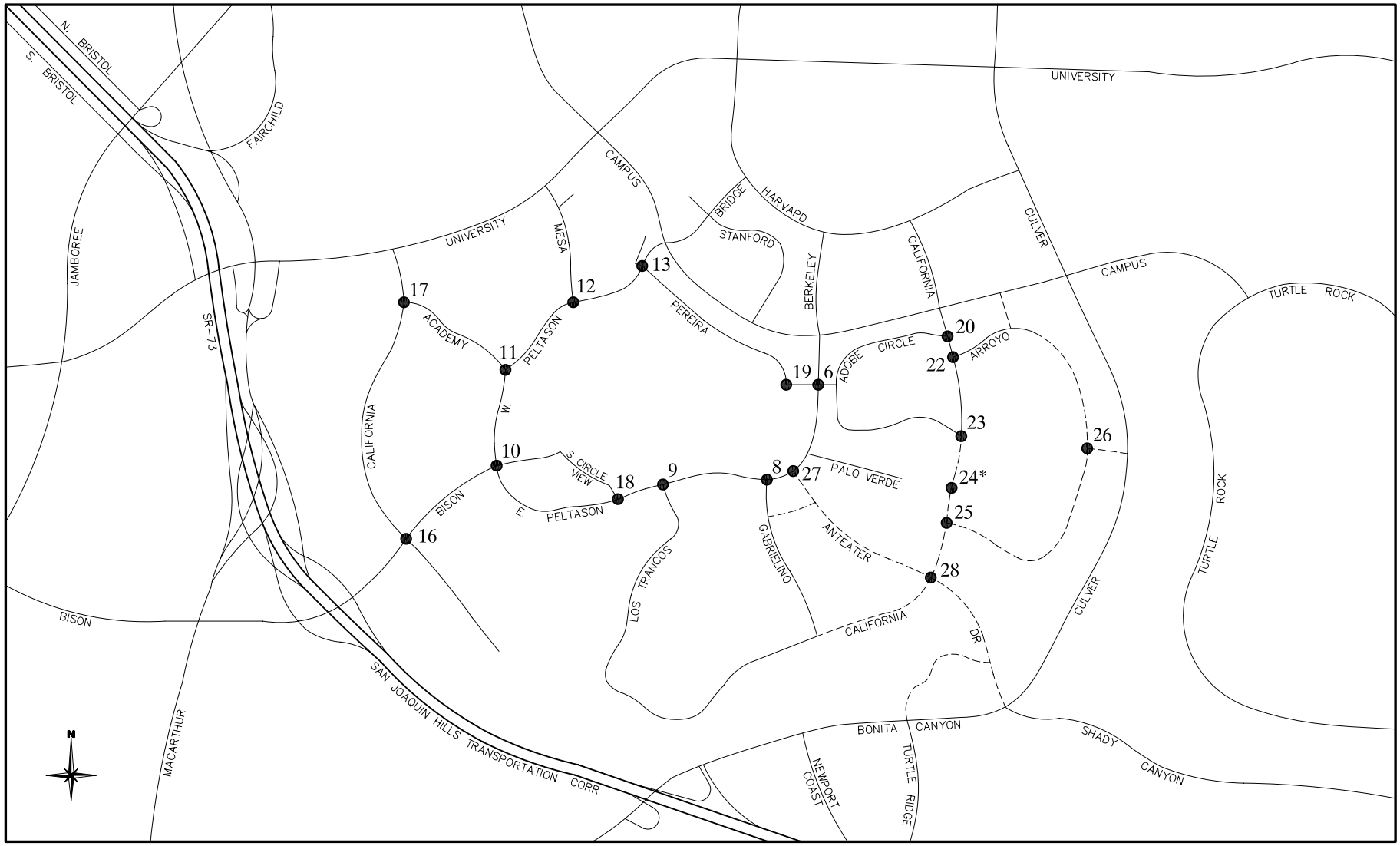


Legend

10 20 30 ADT Volumes (000s)

Figure 7-1

UCI MAIN CAMPUS LRDP ADT VOLUMES
- PROPOSED LRDP



Legend

Future Roadway

* Current LRDP

Figure 7-2

PROPOSED LRDP
INTERSECTION LOCATION MAP

Table 7-1

PROPOSED LRDP PEAK HOUR INTERSECTION LOS SUMMARY
- ON-CAMPUS

	AM		PM	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
6. E. Peltason & Pereira	.53	A	.53	A
7. Palo Verde & E. Peltason	.40	A	.59	A
8. Gabrielino & E. Peltason	.33	A	.43	A
9. Los Trancos & E. Peltason	.68	B	.84	D
10. Peltason & Bison	.60	A	.64	B
11. W. Peltason & Academy	.29	A	.50	A
12. Mesa & W. Peltason	.41	A	.60	A
13. Pereira & W. Peltason	.31	A	.45	A
16. California & Bison	.72	C	.81	D
17. California & Academy	.45	A	.46	A
18. S. Circle View & E. Peltason	.38	A	.48	A
19. Pereira & Pereira	.34	A	.40	A
20. California & Adobe Circle N.	.41	A	.68	B
22. California & Arroyo Dr N.	.43	A	.79	C
23. California & Adobe Circle S.	.61	B	.61	B
25. California & Arroyo Dr S.	.27	A	.23	A
26. Arroyo Dr & Palo Verde	.17	A	.20	A
27. Anteater & E. Peltason	.61	B	.90	D
28. California & Anteater	.47	A	.49	A

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 – 1.00 E
Above 1.00 F

Individual projects proposed under the 2007 LRDP will be reviewed as they advance through the environmental clearance phase of development to determine if on-campus intersection or roadway improvements are needed as a result of additional traffic generated by the proposed project. If intersection operations are found to degrade to unacceptable levels, UCI shall implement physical improvements such as additional traffic signals, traffic signal synchronization, or other improvements.

Appendix A
Land Use and Trip Generation

The material contained in this appendix summarizes the existing and long-range land use and trip generation for the University of California, Irvine (UCI) Long Range Development Plan (LRDP) project study area in the UCI Main Campus Traffic Model (UCI MCTM).

TRIP GENERATION RATES

Table A-1 summarizes the average daily traffic (ADT) trip generation rates currently being used in the UCI MCTM. The UCI trip rates are specific to the Main Campus and were derived during development of the UCI MCTM (see Reference 5).

LAND USE AND TRIP GENERATION SUMMARIES

For traffic forecasting purposes, land use data has been specified according to the traffic zones designated in the analysis area for UCI MCTM. The following table summarizes the proposed LRDP land uses by traffic analysis zone (see Figure A-1 which shows UCI MCTM zones), including the corresponding vehicle trip generation.

Table A-1

UCI MAIN CAMPUS TRAFFIC MODEL LRDP UPDATE 2007 TRIP RATE SUMMARY

	USE	UNIT	RATE A	RATE B	RATE A	RATE B
1.	Student	PER	0.50	1.90	Prop. commuter students	Person trips/comm.
2.	Faculty	PER	0.85	1.90	Proportion of commuters	Person trips/comm.
3.	UCI Staff	PER	0.84	1.90	Proportion of commuters	Person trips/comm.
4.	General Parking	SPC	1.80	0.00	Space utilization	-
5.	Resident Parking	SPC	0.00	0.00	-	-
6.	Pref/Rsvd Parking	SPC	1.50	0.00	Space utilization	-
7.	Meter Parking	SPC	8.00	0.00	Space utilization	-
8.	Other/Service Parking	SPC	0.00	0.00	-	-
9.	Support	TSF	10.00	2.00	Ext. veh. trips	Int. Ac. V. trips
10.	Single Undergrad Housing	BED	1.60	0.10	Non-Ac. veh. trips	Int. Ac. V. trips
11.	Married/Graduate Housing	BED	1.90	0.10	Non-Ac. veh. trips	Int. Ac. V. trips
12.	Faculty/Staff Studio Apt	DU	4.70	0.30	Non-Ac. veh. trips	Int. Ac. V. trips
13.	Faculty/Staff 1-Bdrm Apt	DU	4.70	0.30	Non-Ac. veh. trips	Int. Ac. V. trips
14.	Faculty/Staff 2-Bdrm Apt	DU	7.00	0.50	Non-Ac. veh. trips	Int. Ac. V. trips
15.	Faculty/Staff 3-Bdrm Apt	DU	8.40	0.60	Non-Ac. veh. trips	Int. Ac. V. trips
16.	Faculty/Staff (SFD)	DU	9.40	0.60	Non-Ac. veh. trips	Int. Ac. V. trips
17.	Faculty/Staff (SFA)	DU	8.00	0.50	Non-Ac. veh. trips	Int. Ac. V. trips
18.	UCI R&D	TSF	8.50	1.50	Ext. veh. trips	Int. veh. trips
19.	Medical Clinic	TSF	33.00	3.00	Ext. veh. trips	Int. veh. trips
20.	Fitness Center	TSF	15.00	5.00	Ext. veh. trips	Int. veh. trips
21.	Elementary School	STU	0.50	0.20	Ext. veh. trips	Int. veh. trips
22.	TIC R&D	TSF	10.00	0.50	Ext. veh. trips	Int. veh. trips
23.	Multi-Family Residential	DU	8.00	0.50	Non-Ac. veh. trips	Int. Ac. V. trips
24.	Barclay Theater	SG	20.00	0.00	Ext. veh. trips	-
25.	Bren Events Center	SG	10.00	2.00	Ext. veh. trips	Int. veh. trips
26.	Evening Classes	STU	1.00	2.00	Pop. commuter students	Person trips/comm.

LU data code specifications -

ACADEMIC	1 26	Students
	2 3	Faculty/Staff
PARKING	4 7	Students
	6	Faculty/Staff
RESIDENTIAL	10 11	Students
	12 13 14 15 16 17 23	Faculty/Staff
SUPPORT/R&D	9 18 19 21 22 24	Support/R&D
	20 25	Commercial

Zone Specifications -

Zones 1	to 26	ACADEMIC
Zones 27	to 48	PARKING
Zones 49	to 66	RESIDENTIAL
Zones 67	to 88	SUPPORT/R&D
Zones 89	to 106	CORDONS

1.200	Student vehicle occupancy
1.100	Faculty/Staff vehicle occupancy
.200	Staff use of general parking lot spaces

Legend

1-26	Academic Use	(XX)	Cordons
27-48	Parking	[XX]	2004-05 Land Use Only
49-66	Residential Use		
67-88	Support		

Figure A-1

UCI MAIN CAMPUS TRAFFIC MODEL ZONE MAP

UCI MAIN CAMPUS TRAFFIC MODEL
LRDP UPDATE 2007

LAND USE AND TRIP GENERATION BY ZONE

ZONE	LAND USE	AMOUNT	VEHICLE TRIPENDS Int. Acd.	Int. Sup.	External	Total
1	3. UCI Staff	720.00	0	0	1,047	1,047
2	1. Student	9422.00	0	0	7,474	7,474
	3. UCI Staff	1351.00	0	0	1,965	1,965
	ZONE SUBTOTAL		0	0	9,439	9,439
4	1. Student	4323.00	0	0	3,429	3,429
	3. UCI Staff	1202.00	0	0	1,748	1,748
	ZONE SUBTOTAL		0	0	5,177	5,177
5	1. Student	3978.00	0	0	3,156	3,156
	3. UCI Staff	1154.00	0	0	1,678	1,678
	ZONE SUBTOTAL		0	0	4,834	4,834
6	1. Student	720.00	0	0	571	571
	3. UCI Staff	1075.00	0	0	1,563	1,563
	ZONE SUBTOTAL		0	0	2,135	2,135
7	1. Student	2890.00	0	0	2,292	2,292
	3. UCI Staff	1264.00	0	0	1,838	1,838
	ZONE SUBTOTAL		0	0	4,131	4,131
8	1. Student	7102.00	0	0	5,634	5,634
	3. UCI Staff	622.00	0	0	905	905
	ZONE SUBTOTAL		0	0	6,538	6,538
11	1. Student	1579.00	0	0	1,253	1,253
	3. UCI Staff	226.00	0	0	329	329
	ZONE SUBTOTAL		0	0	1,581	1,581
12	1. Student	1255.00	0	0	996	996
	3. UCI Staff	364.00	0	0	529	529
	ZONE SUBTOTAL		0	0	1,525	1,525
14	1. Student	1919.00	0	0	1,522	1,522
	3. UCI Staff	325.00	0	0	473	473
	ZONE SUBTOTAL		0	0	1,995	1,995
16	3. UCI Staff	33.00	0	0	48	48
17	1. Student	781.00	0	0	620	620
	3. UCI Staff	2963.00	0	0	4,309	4,309
	ZONE SUBTOTAL		0	0	4,929	4,929
18	1. Student	279.00	0	0	221	221
	3. UCI Staff	104.00	0	0	151	151
	ZONE SUBTOTAL		0	0	373	373
20	1. Student	1077.00	0	0	854	854
	3. UCI Staff	166.00	0	0	241	241
	ZONE SUBTOTAL		0	0	1,096	1,096
21	3. UCI Staff	5.00	0	0	7	7
28	4. General Parking	45.00	0	0	0	0
29	4. General Parking	173.00	0	0	0	0
30	4. General Parking	3200.00	0	0	0	0
32	4. General Parking	1200.00	0	0	0	0
33	4. General Parking	1062.00	0	0	0	0
34	4. General Parking	1815.00	0	0	0	0
36	4. General Parking	2000.00	0	0	0	0
38	4. General Parking	220.00	0	0	0	0

LAND USE AND TRIP GENERATION BY ZONE

ZONE	LAND USE	AMOUNT	VEHICLE TRIPENDS Int. Acd.	Int. Sup.	External	Total
39	4. General Parking	1479.00	0	0	0	0
40	4. General Parking	1253.00	0	0	0	0
41	4. General Parking	3295.00	0	0	0	0
42	4. General Parking	58.00	0	0	0	0
46	4. General Parking	695.00	0	0	0	0
49	10. Single Undergrad Housing	1583.00	158	57	2,476	2,691
50	10. Single Undergrad Housing	1190.00	119	43	1,861	2,023
52	10. Single Undergrad Housing	290.00	29	10	454	493
53	10. Single Undergrad Housing	1964.00	196	71	3,072	3,339
54	14. Faculty/Staff 2-Bdrm Apt	40.00	20	88	192	300
	15. Faculty/Staff 3-Bdrm Apt	10.00	6	26	58	90
	16. Faculty/Staff (SFD)	36.00	22	106	233	360
	17. Faculty/Staff (SFA)	12.00	6	30	66	102
	ZONE SUBTOTAL		54	250	549	852
55	14. Faculty/Staff 2-Bdrm Apt	20.00	10	44	96	150
	15. Faculty/Staff 3-Bdrm Apt	5.00	3	13	29	45
	16. Faculty/Staff (SFD)	147.00	88	431	951	1,470
	17. Faculty/Staff (SFA)	128.00	64	319	705	1,088
	ZONE SUBTOTAL		165	807	1,781	2,753
56	14. Faculty/Staff 2-Bdrm Apt	20.00	10	44	96	150
	15. Faculty/Staff 3-Bdrm Apt	5.00	3	13	29	45
	16. Faculty/Staff (SFD)	148.00	89	434	957	1,480
	17. Faculty/Staff (SFA)	129.00	65	321	711	1,097
	ZONE SUBTOTAL		166	812	1,793	2,772
57	16. Faculty/Staff (SFD)	233.00	140	683	1,507	2,330
58	12. Faculty/Staff Studio Apt	20.00	6	29	65	100
	13. Faculty/Staff 1-Bdrm Apt	44.00	13	64	142	220
	14. Faculty/Staff 2-Bdrm Apt	43.00	22	95	206	323
	15. Faculty/Staff 3-Bdrm Apt	33.00	20	87	190	297
	16. Faculty/Staff (SFD)	178.00	107	522	1,151	1,780
	ZONE SUBTOTAL		167	797	1,755	2,720
59	11. Married/Graduate Housing	760.00	76	32	1,412	1,520
	23. Multi-Family Residential	437.00	219	1,089	2,407	3,715
	ZONE SUBTOTAL		295	1,121	3,819	5,235
60	11. Married/Graduate Housing	1196.00	120	51	2,222	2,392
61	11. Married/Graduate Housing	2712.00	271	115	5,038	5,424
62	11. Married/Graduate Housing	2521.00	252	107	4,683	5,042
63	11. Married/Graduate Housing	434.00	43	18	806	868
64	11. Married/Graduate Housing	4777.00	478	203	8,874	9,554
65	11. Married/Graduate Housing	210.00	21	9	390	420
67	24. Barclay Theater	160.00	0	0	3,200	3,200
68	9. Support	54.60	0	109	546	655
	25. Bren Events Center	100.00	0	200	1,000	1,200
	ZONE SUBTOTAL		0	309	1,546	1,855

UCI MAIN CAMPUS TRAFFIC MODEL
LRDP UPDATE 2007

LAND USE AND TRIP GENERATION BY ZONE

ZONE	LAND USE	AMOUNT	VEHICLE TRIPENDS Int. Acd.	Int. Sup.	External	Total
69	9. Support	29.10	0	58	291	349
70	9. Support	20.00	0	40	200	240
71	9. Support	10.00	0	20	100	120
72	18. UCI R&D	106.67	0	160	907	1,067
	19. Medical Clinic	61.33	0	184	2,024	2,208
	ZONE SUBTOTAL		0	344	2,931	3,275
73	18. UCI R&D	220.00	0	330	1,870	2,200
74	18. UCI R&D	213.33	0	320	1,813	2,133
	19. Medical Clinic	122.67	0	368	4,048	4,416
	ZONE SUBTOTAL		0	688	5,861	6,549
75	9. Support	38.70	0	77	387	464
	18. UCI R&D	140.00	0	210	1,190	1,400
	ZONE SUBTOTAL		0	287	1,577	1,864
76	18. UCI R&D	367.73	0	552	3,126	3,677
77	18. UCI R&D	299.25	0	449	2,544	2,992
78	18. UCI R&D	323.90	0	486	2,753	3,239
79	18. UCI R&D	253.76	0	381	2,157	2,538
80	22. TIC R&D	721.00	0	361	7,210	7,571
81	22. TIC R&D	765.00	0	383	7,650	8,033
82	9. Support	8.00	0	16	80	96
83	9. Support	10.00	0	20	100	120
84	9. Support	23.00	0	46	230	276
85	9. Support	15.00	0	30	150	180
86	9. Support	40.00	0	80	400	480
	20. Fitness Center	159.00	0	795	2,385	3,180
	ZONE SUBTOTAL		0	875	2,785	3,660
87	9. Support	27.00	0	54	270	324
	TOTAL TRIP GENERATION		2,674	10,883	132,562	146,119

UCI MAIN CAMPUS TRAFFIC MODEL
LRDP UPDATE 2007

TOTAL LAND USE AND TRIP GENERATION SUMMARY

LAND USE	UNITS	AMOUNT	VEHICLE TRIPENDS Int. Acd.	Int. Sup.	External	Total
1. Student	PER	35325.00	0	0	28,022	28,022
2. Faculty	PER	0.00	0	0	0	0
3. UCI Staff	PER	11574.00	0	0	16,833	16,833
4. General Parking	SPC	16495.00	0	0	0	0
5. Resident Parking	SPC	0.00	0	0	0	0
6. Pref/Rsvd Parking	SPC	0.00	0	0	0	0
7. Meter Parking	SPC	0.00	0	0	0	0
8. Other/Service Parking	SPC	0.00	0	0	0	0
9. Support	TSF	275.40	0	551	2,754	3,305
10. Single Undergrad Housing	BED	5027.00	503	181	7,862	8,546
11. Married/Graduate Housing	BED	12610.00	1,261	535	23,424	25,220
12. Faculty/Staff Studio Apt	DU	20.00	6	29	65	100
13. Faculty/Staff 1-Bdrm Apt	DU	44.00	13	64	142	220
14. Faculty/Staff 2-Bdrm Apt	DU	123.00	62	270	591	923
15. Faculty/Staff 3-Bdrm Apt	DU	53.00	32	140	305	477
16. Faculty/Staff (SFD)	DU	742.00	445	2,175	4,800	7,420
17. Faculty/Staff (SFA)	DU	269.00	135	670	1,482	2,287
18. UCI R&D	TSF	1924.64	0	2,887	16,359	19,246
19. Medical Clinic	TSF	184.00	0	552	6,072	6,624
20. Fitness Center	TSF	159.00	0	795	2,385	3,180
21. Elementary School	STU	0.00	0	0	0	0
22. TIC R&D	TSF	1486.00	0	743	14,860	15,603
23. Multi-Family Residential	DU	437.00	219	1,089	2,407	3,715
24. Barclay Theater	SG	160.00	0	0	3,200	3,200
25. Bren Events Center	SG	100.00	0	200	1,000	1,200
26. Evening Classes	STU	0.00	0	0	0	0
TOTAL TRIP GENERATION			2,674	10,883	132,562	146,119
Total internal academic trips allocated to parking zones in program ACADEMIC			2,674			
TOTAL TRIPENDS			5,349	10,883	132,562	148,793

Appendix B
Intersection Capacity Utilization (ICU) Worksheets

This appendix summarizes information pertaining to the intersection analysis portion of the University of California, Irvine (UCI), 2007 Long Range Development Plan (LRDP) Update Traffic Study.

ICU Calculation Methodology

The intersection capacity utilization (ICU) procedure is based on a critical movement methodology that shows the amount of capacity utilized by each critical movement at an intersection. Consistent with the Congestion Management Program's (CMP) guidelines for preparing ICU calculations, a capacity of 1,700 vehicles per hour per lane is assumed together with a .05 clearance interval for Irvine locations and 1,600 vehicles per hour per lane with no clearance interval and no right-turn-on-red moves allowed for Newport Beach locations. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both through and right-turn traffic (typically with a width of 19 feet or more from curb to outside of through-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

Example for Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:
RTOG = V/C (NBT)
Otherwise,
RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:
RTOR = V/C (WBL)
Otherwise,
RTOR = V/C (EBL) + V/C (WBT) - V/C (EBT)

3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

RTOG = RTOG + V/C (WBL)
RTOR = RTOR - V/C (WBL)

4. Total Right-Turn Capacity (RTC) Availability For NBR

RTC = RTOG + factor x RTOR
Where factor = RTOR saturation flow factor of 75%

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) – RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/through, through/right, left/through/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example for Shared Left/Through Lane

1. Average Lane Volume (ALV)

$$ALV = \frac{\text{Left-Turn Volume + Through Volume}}{\text{Total Left + Through Approach Lanes (including shared lane)}}$$

2. ALV for Each Approach

$$ALV\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$ALV\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Lanes (including shared lane)}}$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and through V/C ratios for this case are calculated as follows:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$V/C\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Through) is greater than ALV then full dedication to the through approach is warranted, and left-turn and through V/C ratios are calculated as follows:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$V/C\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (including shared lane)}}$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Through) are both less than ALV, the left/through lane is assumed to be truly shared and each left, left/through or through approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/through V/C ratio is calculated as follows:

$$V/C\ (Left/Through) = \frac{\text{Left-Turn Volume + Through Volume}}{\text{Total Left + Through Approach Capacity (including shared lane)}}$$

This V/C (Left/Through) ratio is assigned as the V/C (Through) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Through) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

V/C (Left) = V/C (Through)

If approach has only one left-turn lane (shared lane), then:

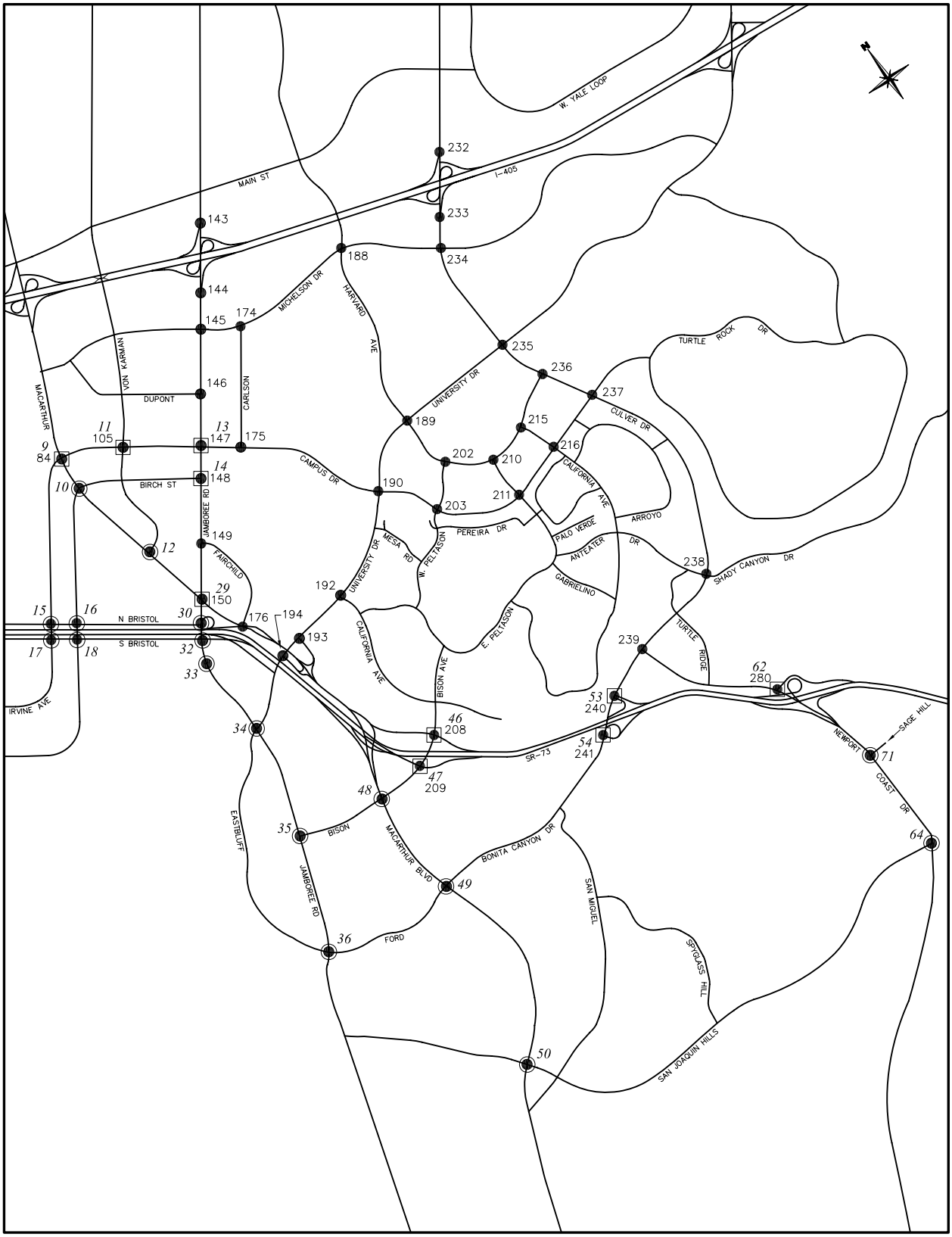
$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared through/right lanes. If full dedication of a shared through/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity. When an approach contains more than one shared lane (e.g., left/through and through/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

Figures B-1 and B-2 illustrate the off-site and on-site intersections, respectively, that are analyzed within the study area for Post-2025 (long-range buildout) conditions. This is followed by AM and PM peak hour intersection capacity utilization (ICU) worksheets for existing conditions and Post-2025 (Long-Range Buildout) future traffic conditions. The ICU data sets contained in this appendix are presented in the following order:

Existing Counts
2025 No-Project
2025 With Proposed LRDP
2025 With Proposed LRDP and Mitigation
2025 No-Project
Post-2025 w/Proposed LRDP
Post-2025 With Proposed LRDP and Mitigation
On-Campus Intersections

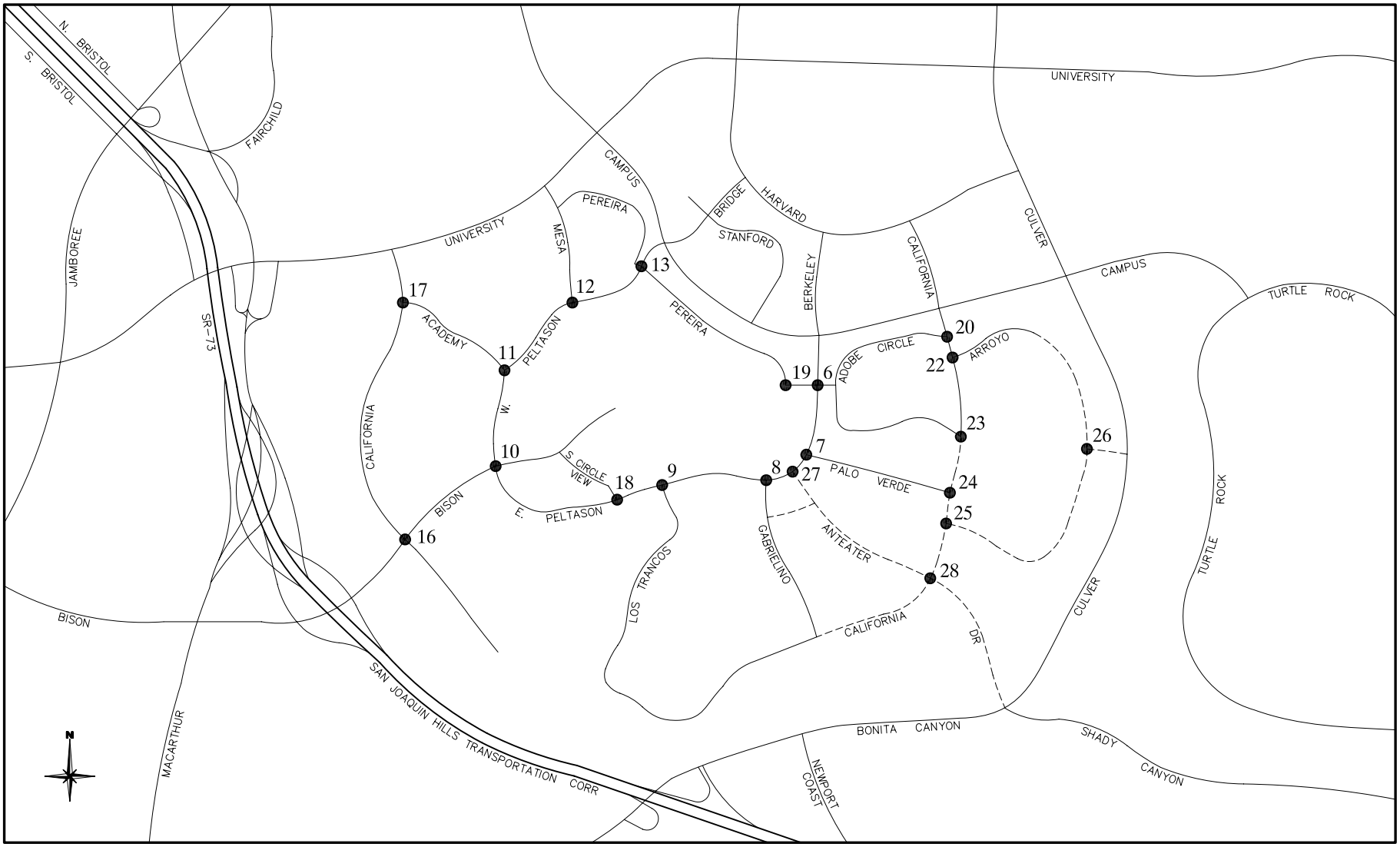


Legend

- Irvine Transportation Analysis Model (ITAM)
- Newport Beach Traffic Model (NBTM)
- ITAM & NBTM
- YYY ITAM Intersection Location Reference Number
- *XXX* NBTM Intersection Location Reference Number

Figure B-1

PROPOSED LRDP INTERSECTION LOCATION MAP
- OFF-CAMPUS



Legend

Future Roadway

Figure B-2

INTERSECTION LOCATION MAP
- ON-CAMPUS

Existing Counts

84 . MacArthur Bl. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	71	.04	162	.10*
NBT	4	6800	920	.14*	1195	.18
NBR	1	1700	172	.10	94	.06
SBL	1	1700	297	.17*	114	.07
SBT	4	6800	874	.13	1071	.16*
SBR	1	1700	386	.23	701	.41
EBL	2	3400	529	.16	350	.10*
EBT	3	5100	892	.17*	520	.10
EBR	d	1700	112	.07	149	.09
WBL	2	3400	88	.03*	163	.05
WBT	3	5100	202	.04	1014	.20*
WBR	f		125		219	
Right Turn Adjustment					SBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.78**

105 . Von Karman Av. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	138	.08*	141	.08*
NBT	2	3400	528	.16	636	.19
NBR	f		220		149	
SBL	1	1700	148	.09	118	.07
SBT	2	3400	610	.22*	663	.27*
SBR	0	0	135		240	
EBL	1	1700	172	.10*	247	.15*
EBT	2	3400	425	.13	546	.16
EBR	f		58		104	
WBL	1	1700	114	.07	103	.06
WBT	2	3400	379	.15*	564	.20*
WBR	0	0	121		129	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.75**

143 . Jamboree Rd. at I-405 NB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2175	.43*	3398	.67*
NBR	f		659		556	
SBL	0	0	0		0	
SBT	4	6800	1829	.27	1666	.25
SBR	f		1383		876	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	5100	1856	.36*	838	.16*
WBT	0	0	0		0	
WBR	f		1098		253	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.88**

144 . Jamboree Rd. at I-405 SB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1422	.28	2391	.47*
NBR	f		406		1006	
SBL	0	0	0		0	
SBT	4	6800	2853	.42*	1719	.25
SBR	f		160		426	
EBL	1.5		1334	.39*	1386	.41*
EBT	0	6800	0		0	
EBR	2.5		1241	.37	614	.18
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.93**

145 . Jamboree Rd. at Michelson Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	192	.11*	104	.06
NBT	4	6800	1416	.21	1886	.28*
NBR	1	1700	205	.12	495	.29
SBL	2	3400	663	.20	462	.14*
SBT	4	6800	2099	.31*	1513	.22
SBR	f		1312		332	
EBL	2	3400	85	.03*	672	.20
EBT	2	3400	114	.04	719	.24*
EBR	0	0	20		84	
WBL	2	3400	287	.08	422	.12*
WBT	2	3400	444	.13*	458	.13
WBR	f		217		803	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.83**

146 . Jamboree Rd. at Dupont Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	194	.11*	94	.06*
NBT	4	6800	1584	.23	1539	.23
NBR	1	1700	9	.01	25	.01
SBL	1	1700	59	.03	79	.05
SBT	3	5100	1633	.32*	1658	.33*
SBR	d	1700	350	.21	144	.08
EBL	1	1700	59	.03*	240	.14*
EBT	2	3400	10	.01	26	.02
EBR	0	0	42	.02	189	.11
WBL	1	1700	53	.03	25	.01
WBT	2	3400	14	.01*	14	.01*
WBR	0	0	101	.06	22	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.59**

147 . Jamboree Rd. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	164	.05*	75	.02
NBT	4	6800	1595	.25	1794	.30*
NBR	0	0	81		250	
SBL	2	3400	229	.07	338	.10*
SBT	3	5100	1596	.35*	1542	.33
SBR	0	0	186		132	
EBL	2	3400	143	.04*	269	.08
EBT	2	3400	127	.04	500	.15*
EBR	f		126		154	
WBL	2	3400	292	.09	174	.05*
WBT	2	3400	299	.09*	344	.10
WBR	1	1700	145	.09	249	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.65**

148 . Jamboree Rd. at Birch St.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	296	.17*	55	.03*
NBT	3	5100	1847	.36	1926	.38
NBR	0	0	7		1	
SBL	1	1700	15	.01	3	.00
SBT	3	5100	1458	.29*	1828	.36*
SBR	f		794		125	
EBL	1.5		156	{.05}*	404	{.12}*
EBT	0.5	3400	5	.05	1	.12
EBR	f		57		149	
WBL	0	0	0		0	
WBT	1	1700	15	.01*	1	.00*
WBR	0	0	5		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.56**

149 . Jamboree Rd. at Fairchild Rd.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	11	.01	9	.01
NBT	3	5100	1683	.34*	1808	.36*
NBR	0	0	34		23	
SBL	2	3400	255	.08*	419	.12*
SBT	4	6800	1190	.18	2421	.36
SBR	d	1700	14	.01	5	.00
EBL	1	1700	2	.00	16	.01
EBT	0.5	1700	0	.00	5	.02*
EBR	0.5		2		24	
WBL	1	1700	5	.00	21	.01*
WBT	1	1700	4	.00*	1	.00
WBR	1	1700	514	.30	253	.15
Right Turn Adjustment			WBR	.24*	WBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.60**

150 . Jamboree Rd. at MacArthur Bl.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	506	.15	226	.07
NBT	3	5100	1054	.21*	1006	.20*
NBR	f		135		38	
SBL	2	3400	333	.10*	847	.25*
SBT	3	5100	730	.14	1460	.29
SBR	f		133		28	
EBL	2	3400	58	.02*	205	.06
EBT	3	5100	438	.09	1507	.30*
EBR	f		60		163	
WBL	2	3400	290	.09	391	.12*
WBT	3	5100	1429	.28*	692	.14
WBR	1	1700	379	.22	171	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.92**

174 . Carlson Av. at Michelson Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	133	.08*	68	.04
NBT	1	1700	59	.03	45	.03*
NBR	1	1700	70	.04	230	.14
SBL	1	1700	33	.02	178	.10*
SBT	2	3400	20	.01*	108	.03
SBR	f		152		558	
EBL	2	3400	494	.15*	425	.13
EBT	2	3400	493	.15	921	.27*
EBR	1	1700	33	.02	200	.12
WBL	1	1700	67	.04	162	.10*
WBT	2	3400	796	.23*	579	.17
WBR	1	1700	112	.07	141	.08
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.58**

175 . Carlson Av. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	71	.04*	74	.04*
SBT	0	0	0		0	
SBR	1	1700	196	.12	190	.11
EBL	1	1700	59	.03*	65	.04*
EBT	1	1700	336	.20	302	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	608	.36*	589	.35*
WBR	d	1700	60	.04	63	.04
Right Turn Adjustment			SBR	.06*	SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.52**

176 . Fairchild Rd. at MacArthur Bl.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	11	.01*	288	.17*
SBT	0	0	0		0	
SBR	1	1700	24	.01	223	.13
EBL	0	0	259	{.15}*	49	
EBT	3	5100	656	.18	2496	.50*
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	2247	.56*	961	.21
WBR	0	0	601		89	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.72**

188 . Harvard Av. at Michelson Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	112	.07*	69	.04
NBT	2	3400	288	.09	740	.23*
NBR	0	0	33		45	
SBL	1	1700	117	.07	282	.17*
SBT	2	3400	647	.19*	508	.15
SBR	1	1700	560	.33	191	.11
EBL	2	3400	71	.02*	532	.16
EBT	2	3400	124	.04	997	.29*
EBR	f		39		131	
WBL	1	1700	75	.04	36	.02*
WBT	2	3400	706	.25*	346	.14
WBR	0	0	160		136	
Right Turn Adjustment		SBR		.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.76**

189 . Harvard Av. at University Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	71	.04*	61	.04*
NBT	2	3400	235	.07	374	.11
NBR	d	1700	40	.02	79	.05
SBL	1	1700	40	.02	87	.05
SBT	2	3400	320	.09*	442	.13*
SBR	d	1700	409	.24	256	.15
EBL	1	1700	175	.10*	372	.22*
EBT	3	5100	409	.08	1304	.27
EBR	0	0	21		86	
WBL	1	1700	61	.04	85	.05
WBT	3	5100	1222	.26*	642	.13*
WBR	0	0	116		34	
Right Turn Adjustment		SBR		.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.57**

190 . University Dr. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	92	.05*	155	.09*
NBT	3	5100	553	.11	1308	.26
NBR	1	1700	490	.29	277	.16
SBL	1	1700	162	.10	80	.05
SBT	2	3400	1392	.41*	733	.22*
SBR	1	1700	319	.19	109	.06
EBL	1	1700	31	.02	232	.14
EBT	2	3400	479	.14*	685	.20*
EBR	d	1700	232	.14	190	.11
WBL	1	1700	202	.12*	316	.19*
WBT	2	3400	399	.12	559	.16
WBR	d	1700	26	.02	94	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.75**

192 . University Dr. at California Av.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	964	.28*	1292	.38*
NBR	1	1700	272	.16	74	.04
SBL	1	1700	647	.38*	76	.04*
SBT	2	3400	1068	.31	1414	.42
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	28	.01*	194	.06*
WBT	0	0	0		0	
WBR	1	1700	89	.05	491	.29
Right Turn Adjustment					WBR	.20*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.73**

193 . MacArthur Bl. NB at University Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	14	.01*
NBT	0	0	0		0	
NBR	1	1700	267	.16	326	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1021	.20*	1015	.20*
EBR	d	1700	83	.05	84	.05
WBL	2	3400	294	.09*	759	.22*
WBT	2	3400	765	.23	845	.25
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.08*	NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.49**

194 . MacArthur Bl. SB at University Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	5	.00	10	.01*
NBT	0	0	0		0	
NBR	1	1700	32	.02	99	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1028	.21*	1011	.21*
EBR	0	0	25		50	
WBL	2	3400	367	.11*	348	.10*
WBT	3	5100	420	.08	537	.11
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.37**

202 . Bridge Rd. at Harvard Av.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	36	.02*	268	.16*
NBT	1	1700	3	.00	6	.00
NBR	1	1700	14	.01	61	.04
SBL	0	0	6		2	
SBT	1	1700	3	.01*	1	.00*
SBR	d	1700	35	.02	18	.01
EBL	1	1700	15	.01	35	.02
EBT	2	3400	233	.11*	408	.17*
EBR	0	0	152		155	
WBL	1	1700	31	.02*	35	.02*
WBT	2	3400	191	.06	269	.08
WBR	0	0	3		8	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.21**		**.40**

203 . Bridge Rd. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	196	.12*
NBT	2	3400	66	.02	266	.08
NBR	1	1700	76	.04	216	.13
SBL	1	1700	78	.05	19	.01
SBT	2	3400	253	.09*	64	.04*
SBR	0	0	60		76	.04
EBL	1	1700	101	.06	129	.08
EBT	2	3400	718	.28*	567	.20*
EBR	0	0	235		97	
WBL	1	1700	172	.10*	133	.08*
WBT	2	3400	472	.14	375	.11
WBR	d	1700	22	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.49**

208 . Bison Av. at SR-73 NB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	25	.01	18	.01*
NBT	2	3400	1067	.31*	456	.13
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	149	.04	588	.17*
SBR	1	1700	241	.14	786	.46
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		160		126	.04*
WBT	0	5100	0	.08*	0	
WBR	1.5		265		32	
Right Turn Adjustment					SBR	.26*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.53**

209 . Bison Av. at SR-73 SB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	285	.08*	251	.07
NBR	1	1700	82	.05	151	.09
SBL	2	3400	36	.01*	207	.06
SBT	2	3400	242	.07	535	.16*
SBR	0	0	0		0	
EBL	2	3400	794	.23*	256	.08*
EBT	0	0	0		0	
EBR	f		50		124	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.29**

210 . Berkeley Av. at Harvard Av.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	82	.05*	95	.06*
NBT	0	0	0		0	
NBR	1	1700	129	.08	347	.20
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	144	.06*	422	.16*
EBR	0	0	74		106	
WBL	1	1700	288	.17*	177	.10*
WBT	2	3400	211	.06	234	.07
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.33** **.43**

211 . Berkeley Av. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	18	.01	32	.02
NBT	2	3400	263	.08*	89	.03*
NBR	d	1700	22	.01	10	.01
SBL	1	1700	37	.02*	124	.07*
SBT	2	3400	85	.03	156	.05
SBR	d	1700	80	.05	186	.11
EBL	1	1700	209	.12*	158	.09*
EBT	2	3400	163	.05	732	.22
EBR	d	1700	9	.01	5	.00
WBL	1	1700	13	.01	29	.02
WBT	2	3400	627	.18*	554	.16*
WBR	d	1700	80	.05	84	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.40**

215 . California Av. at Harvard Av.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	67	.04*	120	.07*
NBT	1	1700	2	.00	1	.00
NBR	1	1700	159	.09	217	.13
SBL	0	0	5		10	
SBT	1	1700	1	.00*	2	.01*
SBR	0	0	1		2	
EBL	1	1700	1	.00	6	.00
EBT	2	3400	196	.09*	454	.18*
EBR	0	0	94		173	
WBL	1	1700	99	.06*	188	.11*
WBT	2	3400	406	.12	262	.08
WBR	0	0	3		2	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.42**

216 . California Av. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	42	.02	206	.12*
NBT	1	1700	59	.03*	213	.13
NBR	1	1700	130	.08	203	.12
SBL	1	1700	126	.07*	158	.09
SBT	1	1700	59	.03	221	.13*
SBR	1	1700	50	.03	72	.04
EBL	1	1700	19	.01*	157	.09
EBT	2	3400	355	.12	702	.27*
EBR	0	0	48		225	
WBL	1	1700	88	.05	163	.10*
WBT	2	3400	694	.25*	469	.16
WBR	0	0	144		84	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.67**

232 . Culver Dr. at I-405 NB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1242	.24	2566	.50*
NBR	f		699		265	
SBL	0	0	0		0	
SBT	3	5100	1518	.30*	1470	.29
SBR	f		1081		489	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	443	.13*	403	.12*
WBT	0	0	0		0	
WBR	1	1700	201	.12	314	.18
Right Turn Adjustment					WBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.73**

233 . Culver Dr. at I-405 SB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1577	.31	1814	.36*
NBR	f		494		656	
SBL	0	0	0		0	
SBT	3	5100	1931	.38*	1490	.29
SBR	f		462		389	
EBL	1.5		672	{.21}*	1076	.32*
EBT	0	5100	0	.21	0	
EBR	1.5		407		598	{.30}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .73

234 . Culver Dr. at Michelson Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	149	.04*	175	.05
NBT	3	5100	1024	.20	1313	.26*
NBR	d	1700	23	.01	25	.01
SBL	2	3400	233	.07	550	.16*
SBT	3	5100	1351	.26*	1275	.25
SBR	1	1700	576	.34	380	.22
EBL	2	3400	229	.07*	723	.21
EBT	1	1700	72	.04	364	.21*
EBR	1	1700	66	.04	211	.12
WBL	1	1700	99	.06	144	.08*
WBT	2	3400	233	.07*	161	.05
WBR	1	1700	369	.22	343	.20
Right Turn Adjustment			Multi	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .76

235 . Culver Dr. at University Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	42	.02*
NBT	3	5100	1002	.20	1278	.25
NBR	d	1700	606	.36	528	.31
SBL	1	1700	36	.02	64	.04
SBT	3	5100	835	.23*	1412	.31*
SBR	0	0	331		192	
EBL	2	3400	62	.02	211	.06
EBT	3	5100	447	.09*	1237	.25*
EBR	0	0	27		36	
WBL	2	3400	470	.14*	503	.15*
WBT	3	5100	926	.19	590	.12
WBR	0	0	35		32	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .78

236 . Culver Dr. at Harvard Av.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	88	.05*	65	.04*
NBT	3	5100	1174	.23	1067	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1091	.32*	1070	.31*
SBR	0	0	534		533	
EBL	2	3400	321	.09*	565	.17*
EBT	0	0	0		0	
EBR	1	1700	78	.05	149	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .57

237 . Culver Dr. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	84	.02	117	.03
NBT	2	3400	485	.16*	630	.22*
NBR	0	0	65		115	
SBL	2	3400	397	.12*	409	.12*
SBT	2	3400	611	.18	486	.14
SBR	1	1700	423	.25	393	.23
EBL	2	3400	343	.10*	314	.09
EBT	2	3400	283	.11	497	.21*
EBR	0	0	85		214	
WBL	1	1700	130	.08	108	.06*
WBT	2	3400	383	.11*	295	.09
WBR	1	1700	510	.30	332	.20
Right Turn Adjustment			WBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.66**

238 . Culver Dr. at Bonita Cyn. Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	1		4	
NBT	1	1700	841	.50*	914	.54*
NBR	1	1700	172	.10	264	.16
SBL	1	1700	70	.04*	70	.04*
SBT	1	1700	603	.35	863	.51
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	263	.15*	228	.13*
WBT	0	0	0		0	
WBR	1	1700	95	.06	57	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.76**

239 . Bonita Cyn. Dr. at Newport Coast Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	481	.14	772	.23
NBR	1	1700	181	.11	343	.20
SBL	2	3400	113	.03	231	.07
SBT	1	1700	694	.41*	659	.39*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	456	.27*	252	.15*
WBT	0	0	0		0	
WBR	1	1700	140	.08	153	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.59**

240 . Bonita Cyn. Dr. at SR-73 NB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	641	.19*	1080	.32*
NBR	1	1700	92	.05	41	.02
SBL	1	1700	240	.14*	109	.06*
SBT	2	3400	901	.26	823	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	442	.13*	150	.04*
WBT	0	0	0		0	
WBR	1	1700	46	.03	33	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.47**

241 . Bonita Cyn. Dr. at SR-73 SB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	602	.18	836	.25*
NBR	1	1700	124	.07	396	.23
SBL	2	3400	46	.01	112	.03*
SBT	3	5100	1279	.25*	893	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	47	.01*	74	.02*
WBT	0	0	0		0	
WBR	1	1700	171	.10	225	.13
Right Turn Adjustment			WBR	.04*	WBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.44**

280 . Newport Coast Dr. at SR-73 NB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	569	.33*	469	.20*
NBR	0	0	539		226	
SBL	0	0	0		0	
SBT	2	3400	390	.11	438	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		214		155	
WBT	0	3400	0	.08*	0	.06*
WBR	0.5		43		46	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.31**

9 . MacArthur Bl. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	71	.044	162	.101*
NBT	4	6400	920	.144*	1195	.187
NBR	1	1600	172	.108	94	.059
SBL	1	1600	297	.186*	114	.071
SBT	4	6400	874	.137	1071	.167*
SBR	1	1600	386	.241	701	.438
EBL	2	3200	529	.165	350	.109*
EBT	3	4800	892	.186*	520	.108
EBR	d	1600	112	.070	149	.093
WBL	2	3200	88	.028*	163	.051
WBT	3	4800	202	.042	1014	.211*
WBR	f		125		219	
Right Turn Adjustment					SBR	.271*

TOTAL CAPACITY UTILIZATION .544 .859

10 . MacArthur Bl. at Birch St.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	42	.026	211	.132*
NBT	3	4800	812	.169*	1039	.216
NBR	f		109		23	
SBL	1	1600	155	.097*	53	.033
SBT	4	6400	680	.136	1371	.232*
SBR	0	0	192		114	
EBL	1.5		200		590	
EBT	1.5	4800	400	.137*	350	.202*
EBR	0		57		29	
WBL	1	1600	29	.018	140	.088
WBT	2	3200	159	.050*	768	.240*
WBR	f		39		105	
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .453 .806

11 . Von Karman Av. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	138	.086*	141	.088*
NBT	2	3200	528	.165	636	.199
NBR	f		220		149	
SBL	1	1600	148	.093	118	.074
SBT	2	3200	610	.233*	663	.282*
SBR	0	0	135		240	
EBL	1	1600	172	.108*	247	.154*
EBT	2	3200	425	.133	546	.171
EBR	f		58		104	
WBL	1	1600	114	.071	103	.064
WBT	2	3200	379	.156*	564	.217*
WBR	0	0	121		129	

TOTAL CAPACITY UTILIZATION .583 .741

12 . Von Karman Av. at MacArthur Bl.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	34	.021*	170	.106
NBT	2	3200	80	.025	537	.168*
NBR	f		20		260	
SBL	2	3200	91	.028	586	.183*
SBT	1	1600	327	.204*	159	.099
SBR	f		19		52	
EBL	1	1600	42	.026*	43	.027
EBT	3	4800	355	.074	996	.208*
EBR	f		237		91	
WBL	1	1600	122	.076	58	.036*
WBT	3	4800	1022	.213*	814	.170
WBR	f		729		173	

TOTAL CAPACITY UTILIZATION .464 .595

13 . Jamboree Rd. at Campus Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	164	.051*	75	.023
NBT	4	6400	1595	.262	1794	.319*
NBR	0	0	81		250	
SBL	2	3200	229	.072	338	.106*
SBT	3	4800	1596	.371*	1542	.349
SBR	0	0	186		132	
EBL	2	3200	143	.045*	269	.084
EBT	2	3200	127	.040	500	.156*
EBR	f		126		154	
WBL	2	3200	292	.091	174	.054*
WBT	2	3200	299	.093*	344	.108
WBR	1	1600	145	.091	249	.156
Right Turn Adjustment					WBR	.030*

TOTAL CAPACITY UTILIZATION .560 .665

14 . Jamboree Rd. at Birch St.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	296	.185*	55	.034*
NBT	3	4800	1847	.386	1926	.401
NBR	0	0	7		1	
SBL	1	1600	15	.009	3	.002
SBT	3	4800	1458	.304*	1828	.381*
SBR	f		794		125	
EBL	1.5		156	{.050}*	404	{.127}*
EBT	0.5	3200	5	.050	1	.127
EBR	f		57		149	
WBL	0	0	0		0	
WBT	1	1600	15	.013*	1	.001*
WBR	0	0	5		0	

TOTAL CAPACITY UTILIZATION .552 .543

15 . Campus Dr. at Bristol St. N.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	513	.160	565	.177*
NBT	3	4800	1876	.391*	407	.085
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	285	.045	832	.130*
SBR	2	3200	234	.073	1099	.343
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	211	.066	341	.107
WBT	4	6400	1114	.206*	2374	.391*
WBR	0	0	206		128	
Right Turn Adjustment					SBR	.213*

TOTAL CAPACITY UTILIZATION .597 .911

16 . Birch St. at Bristol St. N.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	85	.027	142	.044*
NBT	2	3200	1178	.368*	350	.109
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	157	.049	534	.260*
SBR	2.5		91	.028	1133	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		478		504	
WBT	2.5	6400	1346	.313*	1651	.351*
WBR	0		181		91	

TOTAL CAPACITY UTILIZATION .681 .655

17 . Campus Dr./Irvine Av. at Bristol St. S.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	826	.129*	423	.066
NBR	0	0	228	.143	241	.151
SBL	1	1600	121	.076*	187	.117
SBT	3	4800	366	.076	964	.201*
SBR	0	0	0		0	
EBL	1.5		1219	{.432}*	519	{.246}*
EBT	2.5	6400	1543	.432	1057	.246
EBR	2	3200	497	.155	477	.149
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.014*	NBR	.067*

TOTAL CAPACITY UTILIZATION .651 .514

18 . Birch St. at Bristol St. S.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2.5	6400	410	.112*	278	.087*
NBR	1.5		306		279	.087
SBL	1.5		192		328	
SBT	3.5	8000	395	.073*	782	.139*
SBR	0	0	0		0	
EBL	1	1600	858	.536*	223	.139
EBT	2	3200	1010	.364	1190	.407*
EBR	0	0	156		112	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .721 .633

29 . Jamboree Rd. at MacArthur Bl.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	506	.158	226	.071
NBT	3	4800	1054	.220*	1006	.210*
NBR	f		135		38	
SBL	2	3200	333	.104*	847	.265*
SBT	3	4800	730	.152	1460	.304
SBR	f		133		28	
EBL	2	3200	58	.018*	205	.064
EBT	3	4800	438	.091	1507	.314*
EBR	f		60		163	
WBL	2	3200	290	.091	391	.122*
WBT	3	4800	1429	.298*	692	.144
WBR	1	1600	379	.237	171	.107

TOTAL CAPACITY UTILIZATION .640 .911

30 . Jamboree Rd. at Bristol St. N.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1036	.324	789	.247
NBT	1.5	4800	2516	.786*	1888	.590*
NBR	1.5		0		0	
SBL	0	0	0		0	
SBT	2.5	6400	656	.165	1213	.312
SBR	1.5		398		781	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .786 .590

32 . Jamboree Rd. at Bristol St. S.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	1781	.236	2284	.291*
NBR	0	0	107		44	
SBL	0	0	0		0	
SBT	3	4800	1309	.273*	687	.143
SBR	0	0	0		0	
EBL	1.5		979	{.395}*	1328	.415*
EBT	1.5	4800	917	.395	408	.255
EBR	2	3200	1131	.353	1093	.342
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .668 .706

33 . Jamboree Rd. & Bayview Wy.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	152	.095*	170	.106*
NBT	4	6400	365	.065	263	.053
NBR	0	0	49		76	
SBL	1	1600	46	.029	67	.042
SBT	4	6400	172	.027*	304	.048*
SBR	1	1600	83	.052	180	.113
EBL	2	3200	95	.030*	102	.032
EBT	1	1600	88	.055	206	.129*
EBR	1	1600	77	.048	184	.115
WBL	1	1600	23	.014	74	.046*
WBT	1	1600	99	.062*	222	.139
WBR	1	1600	41	.026	75	.047
Right Turn Adjustment			SBR	.025*	SBR	.065*

TOTAL CAPACITY UTILIZATION .239 .394

34 . Jamboree Rd. at Eastbluff/University Dr.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	27	.017	43	.027
NBT	3	4800	1580	.329*	1582	.330*
NBR	1	1600	276	.173	383	.239
SBL	2	3200	74	.023*	283	.088*
SBT	3	4800	1179	.246	1787	.372
SBR	1	1600	163	.102	377	.236
EBL	1.5		308		206	
EBT	0.5	3200	61	.115*	79	.089*
EBR	1	1600	11	.007	2	.001
WBL	1.5		307	.096*	348	.109*
WBT	1.5	4800	59	.037	131	.082
WBR	f		205		186	

TOTAL CAPACITY UTILIZATION .563 .616

35. Jamboree Rd. at Bison Av.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1582	.330*	1561	.325
NBR	d	1600	165	.103	134	.084
SBL	2	3200	93	.029*	246	.077
SBT	3	4800	1349	.281	1930	.402*
SBR	1	1600	49	.031	80	.050
EBL	1	1600	139	.087*	100	.063*
EBT	0	0	0		0	
EBR	1	1600	18	.011	37	.023
WBL	2	3200	97	.030	178	.056
WBT	0	0	0		0	
WBR	2	3200	115	.036	157	.049
Right Turn Adjustment			WBR	.036*	Multi	.065*

TOTAL CAPACITY UTILIZATION .482 .530

36 . Jamboree Rd. at Eastbluff/Ford Rd.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	165	.052	298	.093*
NBT	3	4800	1659	.368*	1638	.375
NBR	0	0	109		161	
SBL	1	1600	29	.018*	63	.039
SBT	3	4800	1330	.277	1887	.393*
SBR	1	1600	24	.015	107	.067
EBL	1	1600	59	.037	27	.017
EBT	1	1600	68	.043*	78	.049*
EBR	f		238		275	
WBL	1.5		205	{.066}*	171	{.054}*
WBT	1.5	4800	111	.066	88	.054
WBR	1	1600	45	.028	22	.014

TOTAL CAPACITY UTILIZATION .495 .589

46 . Bison Av. at SR-73 NB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	25	.016	18	.011*
NBT	2	3200	1067	.333*	456	.143
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	149	.047	588	.184*
SBR	1	1600	241	.151	786	.491
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		160		126	.039*
WBT	0	4800	0	.089*	0	
WBR	1.5		265		32	.020
Right Turn Adjustment					SBR	.307*

TOTAL CAPACITY UTILIZATION .422 .541

47 . Bison Av. at SR-73 SB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	285	.089*	251	.078
NBR	1	1600	82	.051	151	.094
SBL	2	3200	36	.011*	207	.065
SBT	2	3200	242	.076	535	.167*
SBR	0	0	0		0	
EBL	2	3200	794	.248*	256	.080*
EBT	0	0	0		0	
EBR	f		50		124	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .348 .247

48 . MacArthur Bl. at Bison Av.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	286	.089	217	.068*
NBT	4	6400	3015	.471*	2108	.329
NBR	f		230		188	
SBL	2	3200	54	.017*	139	.043
SBT	4	6400	2383	.372	3084	.482*
SBR	1	1600	296	.185	296	.185
EBL	2	3200	270	.084*	212	.066
EBT	2	3200	206	.064	225	.070*
EBR	f		203		276	
WBL	2	3200	213	.067	284	.089*
WBT	2	3200	162	.051*	216	.068
WBR	1	1600	114	.071	119	.074
Right Turn Adjustment			WBR	.020*		

TOTAL CAPACITY UTILIZATION .643 .709

49 . MacArthur Bl. at Ford Rd.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	148	.046	60	.019
NBT	4	6400	2091	.327*	1871	.292*
NBR	f		172		567	
SBL	2	3200	714	.223*	1430	.447*
SBT	4	6400	2021	.316	2202	.344
SBR	f		20		26	
EBL	2	3200	50	.016	47	.015
EBT	2	3200	333	.104*	611	.191*
EBR	1	1600	112	.070	65	.041
WBL	2	3200	480	.150*	201	.063*
WBT	2	3200	346	.108	229	.072
WBR	f		1314		668	

TOTAL CAPACITY UTILIZATION .804 .993

50 . MacArthur Bl. at San Joaquin Hills Rd.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	14	.004	39	.012
NBT	3	4800	1440	.300*	1619	.337*
NBR	1	1600	89	.056	22	.014
SBL	2	3200	530	.166*	640	.200*
SBT	3	4800	1404	.293	1592	.332
SBR	f		970		379	
EBL	2	3200	133	.042*	732	.229*
EBT	3	4800	243	.065	417	.110
EBR	0	0	68		111	
WBL	1	1600	18	.011	39	.024
WBT	2	3200	389	.122*	228	.071*
WBR	f		654		363	

TOTAL CAPACITY UTILIZATION .630 .837

53 . Bonita Cyn. Dr. at SR-73 NB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	641	.200*	1080	.338*
NBR	1	1600	92	.058	41	.026
SBL	1	1600	240	.150*	109	.068*
SBT	2	3200	901	.282	823	.257
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	442	.138*	150	.047*
WBT	0	0	0		0	
WBR	1	1600	46	.029	33	.021

TOTAL CAPACITY UTILIZATION .488 .453

54 . Bonita Cyn. Dr. at SR-73 SB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	2	3200	602	.188	836	.261*
NBR	1	1600	124	.078	396	.248
SBL	2	3200	46	.014	112	.035*
SBT	3	4800	1279	.266*	893	.186
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	47	.015*	74	.023*
WBT	0	0	0		0	
WBR	1	1600	171	.107	225	.141
Right Turn Adjustment			WBR	.092*	WBR	.118*

TOTAL CAPACITY UTILIZATION .373 .437

62 . Newport Coast Dr. at SR-73 NB Ramps

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	569	.346*	469	.217*
NBR	0	0	539		226	
SBL	0	0	0		0	
SBT	2	3200	390	.122	438	.137
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		214		155	
WBT	0	3200	0	.080*	0	.063*
WBR	0.5		43		46	

TOTAL CAPACITY UTILIZATION .426 .280

64 . Newport Coast Dr. at San Joaquin Hills Rd.

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	157	.049	169	.053*
NBT	3	4800	1040	.217*	531	.111
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	533	.111	683	.142*
SBR	1	1600	149	.093	315	.197
EBL	1	1600	281	.176*	258	.161*
EBT	0	0	0		0	
EBR	2	3200	162	.051	260	.081
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment SBR .055*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .393 .411

71. Newport Coast Dr. & Sage Hill

Existing Count (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1827	.381	1191	.248
NBR	1	1600	263	.164	69	.043
SBL	0	0	0		0	
SBT	2	3200	1248	.390*	1547	.483*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	52		43	
WBT	2	3200	0	.052*	0	.036*
WBR	0	0	115		71	

TOTAL CAPACITY UTILIZATION .442 .519

2025 No-Project and w/Proposed LRDP

84 . MacArthur Bl. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	73	.04	94	.06
NBT	4	6800	1004	.15*	1160	.17*
NBR	1	1700	133	.08	96	.06
SBL	1	1700	359	.21*	144	.08*
SBT	4	6800	1314	.19	1032	.15
SBR	1	1700	305	.18	715	.42
EBL	2	3400	460	.14*	278	.08*
EBT	3	5100	898	.18	362	.07
EBR	d	1700	61	.04	23	.01
WBL	2	3400	175	.05	96	.03
WBT	3	5100	582	.11*	1187	.23*
WBR	f		106		163	
Right Turn Adjustment					SBR	.17*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.78**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	73	.04	102	.06
NBT	4	6800	1006	.15*	1234	.18*
NBR	1	1700	135	.08	101	.06
SBL	1	1700	389	.23*	137	.08*
SBT	4	6800	1385	.20	1059	.16
SBR	1	1700	323	.19	705	.41
EBL	2	3400	457	.13*	278	.08*
EBT	3	5100	906	.18	360	.07
EBR	d	1700	60	.04	25	.01
WBL	2	3400	175	.05	102	.03
WBT	3	5100	584	.11*	1221	.24*
WBR	f		107		162	
Right Turn Adjustment					SBR	.15*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.78**

105 . Von Karman Av. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	48	.03	91	.05*
NBT	2	3400	728	.21*	398	.12
NBR	f		82		99	
SBL	1	1700	49	.03*	132	.08
SBT	2	3400	559	.20	665	.27*
SBR	0	0	136		239	
EBL	1	1700	284	.17*	160	.09*
EBT	2	3400	547	.16	509	.15
EBR	f		85		70	
WBL	1	1700	145	.09	115	.07
WBT	2	3400	626	.22*	950	.30*
WBR	0	0	112		62	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.76**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	47	.03*	97	.06*
NBT	2	3400	734	.22	427	.13
NBR	f		87		102	
SBL	1	1700	57	.03	130	.08
SBT	2	3400	591	.22*	676	.27*
SBR	0	0	145		246	
EBL	1	1700	294	.17*	167	.10*
EBT	2	3400	599	.18	508	.15
EBR	f		84		72	
WBL	1	1700	150	.09	121	.07
WBT	2	3400	653	.23*	1017	.32*
WBR	0	0	121		67	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.80**

143 . Jamboree Rd. at I-405 NB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2017	.40*	2417	.47*
NBR	f		360		900	
SBL	0	0	0		0	
SBT	4	6800	1833	.27	1951	.29
SBR	f		1160		1150	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	5100	1127	.22*	859	.17*
WBT	0	0	0		0	
WBR	f		843		323	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.69**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2019	.40*	2463	.48*
NBR	f		370		900	
SBL	0	0	0		0	
SBT	4	6800	1857	.27	1960	.29
SBR	f		1160		1150	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	5100	1153	.23*	870	.17*
WBT	0	0	0		0	
WBR	f		841		317	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.70**

144 . Jamboree Rd. at I-405 SB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1196	.23	2626	.51*
NBR	f		607		1270	
SBL	0	0	0		0	
SBT	4	6800	2575	.38*	2671	.39
SBR	f		172		280	
EBL	1.5		1234	{.40}*	724	{.28}*
EBT	0	6800	0	.40	0	{.28}
EBR	2.5		1516		1309	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.84**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1212	.24	2719	.53*
NBR	f		622		1310	
SBL	0	0	0		0	
SBT	4	6800	2616	.38*	2697	.40
SBR	f		170		280	
EBL	1.5		1214	{.40}*	701	{.27}*
EBT	0	6800	0	.40	0	{.27}
EBR	2.5		1535		1323	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.85**

145 . Jamboree Rd. at Michelson Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	174	.10	83	.05
NBT	4	6800	1220	.18*	2282	.34*
NBR	1	1700	164	.10	231	.14
SBL	2	3400	970	.29*	1265	.37*
SBT	4	6800	2257	.33	2195	.32
SBR	f		1020		335	
EBL	2	3400	302	.09*	737	.22
EBT	2	3400	165	.06	754	.26*
EBR	0	0	28		124	
WBL	2	3400	335	.10	381	.11*
WBT	2	3400	625	.18*	402	.12
WBR	f		358		811	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**1.13**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	171	.10	89	.05
NBT	4	6800	1234	.18*	2391	.35*
NBR	1	1700	160	.09	240	.14
SBL	2	3400	978	.29*	1232	.36*
SBT	4	6800	2265	.33	2284	.34
SBR	f		1038		338	
EBL	2	3400	308	.09*	738	.22
EBT	2	3400	162	.06	748	.26*
EBR	0	0	27		132	
WBL	2	3400	328	.10	414	.12*
WBT	2	3400	622	.18*	423	.12
WBR	f		367		831	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**1.14**

146 . Jamboree Rd. at Dupont Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	168	.10*	125	.07
NBT	4	6800	1689	.25	2499	.37*
NBR	1	1700	9	.01	120	.07
SBL	1	1700	55	.03	260	.15*
SBT	3	5100	2163	.42*	2155	.42
SBR	d	1700	306	.18	173	.10
EBL	1	1700	46	.03*	237	.14*
EBT	2	3400	7	.00	99	.06
EBR	0	0	17	.01	264	.16
WBL	1	1700	98	.06	45	.03
WBT	2	3400	85	.05*	15	.01*
WBR	0	0	308	.18	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.72**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	183	.11*	132	.08
NBT	4	6800	1722	.25	2624	.39*
NBR	1	1700	11	.01	122	.07
SBL	1	1700	52	.03	253	.15*
SBT	3	5100	2237	.44*	2295	.45
SBR	d	1700	279	.16	175	.10
EBL	1	1700	44	.03*	233	.14*
EBT	2	3400	7	.00	94	.06
EBR	0	0	20	.01	274	.16
WBL	1	1700	113	.07	50	.03
WBT	2	3400	88	.05*	16	.01*
WBR	0	0	294	.17	84	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.74**

147 . Jamboree Rd. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	235	.07*	123	.04*
NBT	4	6800	1108	.20	1951	.38
NBR	0	0	267		624	
SBL	2	3400	328	.10	267	.08
SBT	3	5100	1636	.35*	1946	.45*
SBR	0	0	163		360	
EBL	2	3400	107	.03	252	.07
EBT	2	3400	436	.13*	607	.18*
EBR	f		23		58	
WBL	2	3400	521	.15*	363	.11*
WBT	2	3400	481	.14	750	.22
WBR	1	1700	85	.05	468	.28
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.83**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	254	.07*	130	.04*
NBT	4	6800	1146	.21	2043	.39
NBR	0	0	299		637	
SBL	2	3400	373	.11	290	.09
SBT	3	5100	1720	.37*	2028	.48*
SBR	0	0	179		404	
EBL	2	3400	111	.03	257	.08*
EBT	2	3400	488	.14*	604	.18
EBR	f		24		56	
WBL	2	3400	517	.15*	360	.11
WBT	2	3400	497	.15	804	.24*
WBR	1	1700	84	.05	498	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.89**

148 . Jamboree Rd. at Birch St.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	307	.18*	127	.07*
NBT	3	5100	1733	.34	2156	.42
NBR	0	0	2		1	
SBL	1	1700	12	.01	1	.00
SBT	3	5100	1914	.38*	2309	.45*
SBR	f		672		313	
EBL	1.5		363	{.11}*	1024	{.30}*
EBT	0.5	3400	6	.11	0	.30
EBR	f		82		271	
WBL	0	0	4		0	
WBT	1	1700	1	.01*	1	.00*
WBR	0	0	4		2	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.87**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	363	.21*	183	.11*
NBT	3	5100	1804	.35	2286	.45
NBR	0	0	2		1	
SBL	1	1700	11	.01	1	.00
SBT	3	5100	2066	.41*	2374	.47*
SBR	f		635		357	
EBL	1.5		373	{.11}*	1004	{.30}*
EBT	0.5	3400	6	.11	0	.30
EBR	f		109		326	
WBL	0	0	5		0	
WBT	1	1700	1	.01*	1	.00*
WBR	0	0	4		2	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.93**

149 . Jamboree Rd. at Fairchild Rd.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	11	.01	14	.01
NBT	3	5100	1754	.35*	2366	.47*
NBR	0	0	41		42	
SBL	2	3400	304	.09*	441	.13*
SBT	4	6800	1419	.21	2659	.39
SBR	d	1700	14	.01	5	.00
EBL	1	1700	5	.00	17	.01
EBT	1	1700	0	.00	7	.03*
EBR	0	0	5		37	
WBL	1	1700	6	.00	33	.02*
WBT	1	1700	4	.00*	1	.00
WBR	1	1700	565	.33	277	.16
Right Turn Adjustment			WBR	.26*	WBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.72**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	12	.01	14	.01
NBT	3	5100	1903	.38*	2458	.49*
NBR	0	0	45		40	
SBL	2	3400	299	.09*	452	.13*
SBT	4	6800	1474	.22	2867	.42
SBR	d	1700	14	.01	5	.00
EBL	1	1700	13	.01*	17	.01
EBT	1	1700	0	.01	7	.03*
EBR	0	0	16		37	
WBL	1	1700	7	.00	36	.02*
WBT	1	1700	4	.00*	1	.00
WBR	1	1700	592	.35	304	.18
Right Turn Adjustment			WBR	.28*	WBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.76**

150 . Jamboree Rd. at MacArthur Bl.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	528	.16*	398	.12
NBT	3	5100	887	.17	1412	.28*
NBR	f		196		56	
SBL	2	3400	340	.10	696	.20*
SBT	3	5100	973	.19*	1731	.34
SBR	f		356		238	
EBL	2	3400	108	.03*	267	.08
EBT	3	5100	525	.10	1656	.32*
EBR	f		186		433	
WBL	2	3400	148	.04	254	.07*
WBT	3	5100	1761	.35*	684	.13
WBR	1	1700	343	.20	255	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.92**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	523	.15*	410	.12
NBT	3	5100	969	.19	1473	.29*
NBR	f		198		56	
SBL	2	3400	358	.11	730	.21*
SBT	3	5100	1002	.20*	1893	.37
SBR	f		368		261	
EBL	2	3400	122	.04*	282	.08
EBT	3	5100	547	.11	1661	.33*
EBR	f		190		453	
WBL	2	3400	145	.04	272	.08*
WBT	3	5100	1735	.34*	735	.14
WBR	1	1700	371	.22	277	.16
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.96**

174 . Carlson Av. at Michelson Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11	137	.08*
NBT	1	1700	738	.43*	262	.15
NBR	1	1700	268	.16	322	.19
SBL	1	1700	15	.01*	203	.12
SBT	2	3400	88	.03	685	.20*
SBR	f		360		1237	
EBL	2	3400	832	.24*	1220	.36*
EBT	2	3400	348	.10	655	.19
EBR	1	1700	166	.10	98	.06
WBL	1	1700	196	.12	126	.07
WBT	2	3400	722	.21*	856	.25*
WBR	1	1700	88	.05	257	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.94**		**.94**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	205	.12	153	.09*
NBT	1	1700	732	.43*	284	.17
NBR	1	1700	270	.16	348	.20
SBL	1	1700	14	.01*	199	.12
SBT	2	3400	96	.03	667	.20*
SBR	f		353		1262	
EBL	2	3400	812	.24*	1204	.35*
EBT	2	3400	344	.10	644	.19
EBR	1	1700	199	.12	96	.06
WBL	1	1700	218	.13	127	.07
WBT	2	3400	709	.21*	905	.27*
WBR	1	1700	79	.05	262	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.94**		**.96**

175 . Carlson Av. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	135	.08*	156	.09*
SBT	0	0	0		0	
SBR	1	1700	486	.29	423	.25
EBL	1	1700	357	.21*	517	.30*
EBT	1	1700	750	.44	824	.48
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	586	.34*	997	.59*
WBR	d	1700	156	.09	133	.08
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**1.03**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	149	.09*	145	.09*
SBT	0	0	0		0	
SBR	1	1700	532	.31	396	.23
EBL	1	1700	367	.22*	554	.33*
EBT	1	1700	869	.51	878	.52
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	600	.35*	1179	.69*
WBR	d	1700	143	.08	158	.09
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**1.16**

176 . Fairchild Rd. at MacArthur Bl.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	19	.01*	337	.20*
SBT	0	0	0		0	
SBR	1	1700	32	.02	233	.14
EBL	0	0	307	{.18}*	56	
EBT	3	5100	871	.23	2620	.52*
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	2238	.57*	1020	.22
WBR	0	0	683		114	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.77**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	19	.01*	337	.20*
SBT	0	0	0		0	
SBR	1	1700	32	.02	246	.14
EBL	0	0	316	{.19}*	61	
EBT	3	5100	911	.24	2653	.53*
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	2238	.57*	1114	.24
WBR	0	0	694		129	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.78**

188 . Harvard Av. at Michelson Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	104	.06*	124	.07
NBT	2	3400	521	.18	964	.37*
NBR	0	0	76		282	
SBL	1	1700	200	.12	343	.20*
SBT	2	3400	898	.26*	596	.18
SBR	1	1700	555	.33	302	.18
EBL	2	3400	163	.05*	528	.16
EBT	2	3400	404	.12	1050	.31*
EBR	f		111		172	
WBL	1	1700	131	.08	193	.11*
WBT	2	3400	692	.31*	516	.23
WBR	0	0	376		282	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **1.04**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	111	.07*	140	.08
NBT	2	3400	561	.19	1119	.42*
NBR	0	0	87		314	
SBL	1	1700	199	.12	346	.20*
SBT	2	3400	969	.29*	630	.19
SBR	1	1700	518	.30	306	.18
EBL	2	3400	157	.05*	544	.16
EBT	2	3400	414	.12	1040	.31*
EBR	f		123		178	
WBL	1	1700	157	.09	212	.12*
WBT	2	3400	721	.33*	544	.25
WBR	0	0	392		306	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.10**

189 . Harvard Av. at University Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	97	.06
NBT	2	3400	372	.11	865	.25*
NBR	d	1700	78	.05	159	.09
SBL	1	1700	54	.03	95	.06*
SBT	2	3400	699	.21*	547	.16
SBR	d	1700	419	.25	286	.17
EBL	1	1700	174	.10*	417	.25*
EBT	3	5100	658	.14	1415	.30
EBR	0	0	49		111	
WBL	1	1700	423	.25	152	.09
WBT	3	5100	1391	.30*	827	.18*
WBR	0	0	124		98	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.79**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	79	.05*	127	.07
NBT	2	3400	434	.13	1130	.33*
NBR	d	1700	99	.06	254	.15
SBL	1	1700	62	.04	109	.06*
SBT	2	3400	799	.24*	611	.18
SBR	d	1700	431	.25	267	.16
EBL	1	1700	159	.09	352	.21
EBT	3	5100	658	.14*	1460	.31*
EBR	0	0	48		112	
WBL	1	1700	463	.27*	168	.10*
WBT	3	5100	1370	.29	767	.17
WBR	0	0	127		91	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.85**

190 . University Dr. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	75	.04*	114	.07*
NBT	3	5100	756	.15	1465	.29
NBR	1	1700	866	.51	481	.28
SBL	1	1700	104	.06	90	.05
SBT	2	3400	1534	.45*	961	.28*
SBR	1	1700	264	.16	209	.12
EBL	1	1700	56	.03	275	.16
EBT	2	3400	460	.14*	609	.18*
EBR	d	1700	267	.16	135	.08
WBL	1	1700	230	.14*	528	.31*
WBT	2	3400	391	.12	736	.22
WBR	d	1700	48	.03	196	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.89**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	69	.04*	128	.08
NBT	3	5100	716	.14	1427	.28*
NBR	1	1700	890	.52	555	.33
SBL	1	1700	111	.07	95	.06*
SBT	2	3400	1498	.44*	888	.26
SBR	1	1700	253	.15	217	.13
EBL	1	1700	62	.04	257	.15
EBT	2	3400	559	.16*	673	.20*
EBR	d	1700	297	.17	129	.08
WBL	1	1700	245	.14*	588	.35*
WBT	2	3400	408	.12	920	.27
WBR	d	1700	52	.03	213	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.94**

192 . University Dr. at California Av.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1174	.35*	1159	.34
NBR	1	1700	357	.21	75	.04
SBL	1	1700	543	.32*	77	.05
SBT	2	3400	1225	.36	1583	.47*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	157	.05*	377	.11*
WBT	0	0	0		0	
WBR	1	1700	54	.03	719	.42
Right Turn Adjustment					WBR	.21*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.84**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1302	.38*	1216	.36
NBR	1	1700	381	.22	86	.05
SBL	1	1700	590	.35*	76	.04
SBT	2	3400	1237	.36	1727	.51*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	173	.05*	489	.14*
WBT	0	0	0		0	
WBR	1	1700	67	.04	786	.46
Right Turn Adjustment					WBR	.21*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.91**

193 . University Dr. at MacArthur Bl. NB

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1223	.24*	1109	.22*
NBR	d	1700	13	.01	49	.03
SBL	2	3400	398	.12*	1257	.37*
SBT	2	3400	851	.25	977	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	3	.00	5	.00
WBT	0	0	0		0	
WBR	1	1700	402	.24	353	.21
Right Turn Adjustment			WBR	.15*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.64**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1291	.25*	1138	.22*
NBR	d	1700	10	.01	43	.03
SBL	2	3400	410	.12*	1457	.43*
SBT	2	3400	828	.24	986	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	2	.00	4	.00
WBT	0	0	0		0	
WBR	1	1700	439	.26	362	.21
Right Turn Adjustment			WBR	.17*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.70**

194 . University Dr. at MacArthur Bl. SB

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	0	0	1011		1023	
NBR	1	1700	28	.02	45	.03
SBL	0	0	362	{.21}*	392	{.23}*
SBT	0	0	480		560	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	0	.00	0	.00
EBR	0	0	0		0	
WBL	2	3400	10	.00	8	.00
WBT	3	5100	0	.01*	0	.02*
WBR	0	0	49		102	
Right Turn Adjustment			NBR	.01*	NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.28**		**.31**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	0	0	1017		1023	
NBR	1	1700	26	.02	44	.03
SBL	0	0	366	{.22}*	392	{.23}*
SBT	0	0	471		589	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	0	.00	0	.00
EBR	0	0	0		0	
WBL	2	3400	11	.00	9	.00
WBT	3	5100	0	.01*	0	.02*
WBR	0	0	58		102	
Right Turn Adjustment			NBR	.01*	NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.29**		**.31**

202 . Bridge Rd. at Harvard Av.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	46	.03*	331	.19*
NBT	1	1700	3	.00	6	.00
NBR	1	1700	21	.01	90	.05
SBL	0	0	6		2	
SBT	1	1700	2	.00*	1	.00*
SBR	d	1700	31	.02	17	.01
EBL	1	1700	15	.01	33	.02
EBT	2	3400	358	.16*	538	.21*
EBR	0	0	189		174	
WBL	1	1700	48	.03*	55	.03*
WBT	2	3400	308	.09	412	.12
WBR	0	0	3		11	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.48**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	66	.04*	418	.25*
NBT	1	1700	2	.00	5	.00
NBR	1	1700	22	.01	79	.05
SBL	0	0	5		2	
SBT	1	1700	2	.00*	1	.00*
SBR	d	1700	34	.02	27	.02
EBL	1	1700	16	.01	34	.02
EBT	2	3400	447	.20*	589	.23*
EBR	0	0	234		188	
WBL	1	1700	38	.02*	61	.04*
WBT	2	3400	342	.10	675	.20
WBR	0	0	2		11	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.31**		**.57**

203 . Bridge Rd. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	27	.02*	167	.10*
NBT	2	3400	80	.02	309	.09
NBR	1	1700	97	.06	255	.15
SBL	1	1700	177	.10	34	.02
SBT	2	3400	322	.12*	90	.05*
SBR	0	0	71		97	.06
EBL	1	1700	109	.06	139	.08
EBT	2	3400	816	.28*	619	.21*
EBR	0	0	150		85	
WBL	1	1700	188	.11*	223	.13*
WBT	2	3400	482	.14	572	.17
WBR	d	1700	41	.02	83	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.54**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	38	.02*	254	.15*
NBT	2	3400	114	.03	371	.11
NBR	1	1700	126	.07	315	.19
SBL	1	1700	171	.10	29	.02
SBT	2	3400	372	.13*	90	.05*
SBR	0	0	76		101	.06
EBL	1	1700	131	.08	150	.09
EBT	2	3400	893	.32*	690	.24*
EBR	0	0	196		111	
WBL	1	1700	222	.13*	254	.15*
WBT	2	3400	525	.15	678	.20
WBR	d	1700	44	.03	77	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.64**

208 . Bison Av. at SR-73 NB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	11	.01	4	.00
NBT	2	3400	792	.23*	407	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	126	.04	697	.21*
SBR	1	1700	151	.09	552	.32
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		168		132	.04*
WBT	0	5100	0	.07*	0	
WBR	1.5		202		37	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.38**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	7	.00	5	.00
NBT	2	3400	942	.28*	512	.15
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	163	.05	895	.26*
SBR	1	1700	183	.11	717	.42
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		147	.09*	153	.05*
WBT	0	5100	0		0	
WBR	1.5		308	.09	48	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.48**

209 . Bison Av. at SR-73 SB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	177	.05	204	.06
NBR	1	1700	90	.05	71	.04
SBL	2	3400	60	.02	278	.08
SBT	2	3400	238	.07*	543	.16*
SBR	0	0	0		0	
EBL	2	3400	633	.19*	200	.06*
EBT	0	0	0		0	
EBR	f		22		14	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.31** **.27**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	249	.07*	254	.07
NBR	1	1700	91	.05	50	.03
SBL	2	3400	79	.02*	353	.10
SBT	2	3400	256	.08	669	.20*
SBR	0	0	0		0	
EBL	2	3400	701	.21*	234	.07*
EBT	0	0	0		0	
EBR	f		14		10	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.35** **.32**

210 . Berkeley Av. at Harvard Av.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	92	.05*	106	.06*
NBT	0	0	0		0	
NBR	1	1700	120	.07	408	.24
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	250	.10*	572	.20*
EBR	0	0	93		92	
WBL	1	1700	267	.16*	188	.11*
WBT	2	3400	328	.10	364	.11
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.36** **.52**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	109	.06*	239	.14*
NBT	0	0	0		0	
NBR	1	1700	152	.09	471	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	261	.11*	479	.19*
EBR	0	0	119		150	
WBL	1	1700	356	.21*	220	.13*
WBT	2	3400	334	.10	431	.13
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.55**

211 . Berkeley Av. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	43	.03*	195	.11*
NBT	2	3400	101	.03	353	.10
NBR	d	1700	207	.12	394	.23
SBL	1	1700	31	.02	53	.03
SBT	2	3400	367	.11*	166	.05*
SBR	d	1700	21	.01	42	.02
EBL	1	1700	17	.01	55	.03
EBT	2	3400	383	.11*	832	.24*
EBR	d	1700	163	.10	206	.12
WBL	1	1700	338	.20*	268	.16*
WBT	2	3400	691	.20	703	.21
WBR	d	1700	37	.02	62	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.61**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	61	.04*	269	.16*
NBT	2	3400	134	.04	562	.17
NBR	d	1700	257	.15	468	.28
SBL	1	1700	37	.02	71	.04
SBT	2	3400	465	.14*	223	.07*
SBR	d	1700	28	.02	65	.04
EBL	1	1700	22	.01	82	.05
EBT	2	3400	454	.13*	919	.27*
EBR	d	1700	206	.12	229	.13
WBL	1	1700	355	.21*	262	.15*
WBT	2	3400	753	.22	798	.23
WBR	d	1700	40	.02	81	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.70**

215 . California Av. at Harvard Av.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	208	.12*	297	.17*
NBT	1	1700	6	.00	2	.00
NBR	1	1700	263	.15	551	.32
SBL	0	0	5		6	
SBT	1	1700	4	.01*	2	.01*
SBR	0	0	2		1	
EBL	1	1700	1	.00	6	.00
EBT	2	3400	133	.08*	476	.24*
EBR	0	0	272	.16	328	
WBL	1	1700	194	.11*	314	.18*
WBT	2	3400	351	.10	234	.07
WBR	0	0	3		2	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.65**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	237	.14*	371	.22*
NBT	1	1700	6	.00	3	.00
NBR	1	1700	377	.22	795	.47
SBL	0	0	4		6	
SBT	1	1700	5	.01*	2	.01*
SBR	0	0	1		1	
EBL	1	1700	1	.00	5	.00
EBT	2	3400	129	.08*	449	.23*
EBR	0	0	315	.19	336	
WBL	1	1700	351	.21*	455	.27*
WBT	2	3400	422	.13	273	.08
WBR	0	0	3		2	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.82**

216 . California Av. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	116	.07*	369	.22*
NBT	2	3400	127	.05	491	.22
NBR	0	0	28		271	
SBL	1	1700	107	.06	158	.09
SBT	1	1700	297	.17*	193	.11*
SBR	1	1700	127	.07	169	.10
EBL	1	1700	96	.06*	253	.15*
EBT	2	3400	205	.06	550	.16
EBR	d	1700	197	.12	346	.20
WBL	1	1700	186	.11	121	.07
WBT	2	3400	617	.18*	461	.14*
WBR	d	1700	217	.13	59	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.67**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	154	.09*	519	.31*
NBT	2	3400	190	.06	779	.33
NBR	0	0	28		331	
SBL	1	1700	111	.07	162	.10
SBT	1	1700	490	.29*	289	.17*
SBR	1	1700	176	.10	200	.12
EBL	1	1700	144	.08*	327	.19*
EBT	2	3400	201	.06	548	.16
EBR	d	1700	309	.18	505	.30
WBL	1	1700	211	.12	142	.08
WBT	2	3400	590	.17*	427	.13*
WBR	d	1700	236	.14	61	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.85**

232 . Culver Dr. at I-405 NB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1346	.26	2610	.51*
NBR	f		1142		428	
SBL	0	0	0		0	
SBT	3	5100	1561	.31*	1511	.30
SBR	f		1052		469	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	353	.10*	445	.13*
WBT	0	0	0		0	
WBR	1	1700	196	.12	386	.23
Right Turn Adjustment					WBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.79**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1376	.27	2711	.53*
NBR	f		1170		481	
SBL	0	0	0		0	
SBT	3	5100	1663	.33*	1545	.30
SBR	f		1050		471	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	367	.11*	462	.14*
WBT	0	0	0		0	
WBR	1	1700	184	.11	371	.22
Right Turn Adjustment					WBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.80**

233 . Culver Dr. at I-405 SB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1742	.34*	1888	.37*
NBR	f		340		610	
SBL	0	0	0		0	
SBT	3	5100	1627	.32	1527	.30
SBR	f		360		410	
EBL	1.5		588	{.18}*	1172	.34*
EBT	0	5100	0	.18	0	
EBR	1.5		353		573	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.76**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1804	.35	2068	.41*
NBR	f		360		730	
SBL	0	0	0		0	
SBT	3	5100	1788	.35*	1569	.31
SBR	f		360		420	
EBL	1.5		566	{.19}*	1162	.34*
EBT	0	5100	0	.19	0	
EBR	1.5		422		621	{.29}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.80**

234 . Culver Dr. at Michelson Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	287	.08*	266	.08
NBT	3	5100	943	.18	2004	.39*
NBR	d	1700	19	.01	30	.02
SBL	2	3400	366	.11	671	.20*
SBT	3	5100	1256	.25*	1366	.27
SBR	1	1700	585	.34	422	.25
EBL	2	3400	328	.10	854	.25
EBT	1	1700	255	.15*	456	.27*
EBR	1	1700	149	.09	240	.14
WBL	1	1700	126	.07*	177	.10*
WBT	2	3400	258	.08	259	.08
WBR	1	1700	389	.23	365	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**1.01**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	313	.09*	317	.09
NBT	3	5100	1018	.20	2335	.46*
NBR	d	1700	20	.01	36	.02
SBL	2	3400	371	.11	670	.20*
SBT	3	5100	1441	.28*	1471	.29
SBR	1	1700	621	.37	420	.25
EBL	2	3400	330	.10	850	.25
EBT	1	1700	249	.15*	467	.27*
EBR	1	1700	164	.10	264	.16
WBL	1	1700	135	.08*	195	.11*
WBT	2	3400	256	.08	263	.08
WBR	1	1700	382	.22	362	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**1.09**

235 . Culver Dr. at University Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	80	.05
NBT	3	5100	1004	.20	1640	.32*
NBR	2	3400	810	.24	1277	.38
SBL	1	1700	60	.04	76	.04*
SBT	3	5100	855	.22*	1184	.25
SBR	0	0	277		81	
EBL	2	3400	65	.02	272	.08
EBT	3	5100	650	.13*	1427	.28*
EBR	d	1700	64	.04	50	.03
WBL	2	3400	810	.24*	846	.25*
WBT	3	5100	1273	.26	928	.20
WBR	0	0	41		68	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .68 .94

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	62	.04*	81	.05
NBT	3	5100	1108	.22	1952	.38*
NBR	2	3400	856	.25	1271	.37
SBL	1	1700	65	.04	74	.04*
SBT	3	5100	1040	.26*	1320	.27
SBR	0	0	293		80	
EBL	2	3400	69	.02	341	.10
EBT	3	5100	658	.13*	1495	.29*
EBR	d	1700	73	.04	60	.04
WBL	2	3400	917	.27*	919	.27*
WBT	3	5100	1254	.25	889	.19
WBR	0	0	43		76	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .75 1.03

236 . Culver Dr. at Harvard Av.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	87	.05*	52	.03*
NBT	3	5100	1784	.35	1608	.32
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1358	.38*	1478	.41*
SBR	0	0	566		618	
EBL	2	3400	366	.11*	922	.27*
EBT	0	0	0		0	
EBR	1	1700	68	.04	152	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .76

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	81	.05*	52	.03*
NBT	3	5100	1839	.36	1681	.33
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1346	.40*	1512	.44*
SBR	0	0	839	.49	798	.47
EBL	2	3400	481	.14*	1159	.34*
EBT	0	0	0		0	
EBR	1	1700	54	.03	148	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .86

237 . Culver Dr. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	85	.03
NBT	2	3400	957	.30*	946	.31*
NBR	0	0	67		110	
SBL	2	3400	358	.11*	396	.12*
SBT	2	3400	662	.19	811	.24
SBR	1	1700	133	.08	232	.14
EBL	2	3400	176	.05*	316	.09
EBT	2	3400	195	.06	339	.13*
EBR	0	0	20		95	
WBL	1	1700	128	.08	79	.05*
WBT	2	3400	417	.12*	184	.05
WBR	1	1700	627	.37	246	.14
Right Turn Adjustment			WBR	.17*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.66**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	218	.06	85	.03
NBT	2	3400	963	.30*	978	.32*
NBR	0	0	68		108	
SBL	2	3400	354	.10*	390	.11*
SBT	2	3400	658	.19	845	.25
SBR	1	1700	128	.08	233	.14
EBL	2	3400	175	.05*	340	.10
EBT	2	3400	198	.06	347	.13*
EBR	0	0	20		104	
WBL	1	1700	132	.08	77	.05*
WBT	2	3400	415	.12*	173	.05
WBR	1	1700	632	.37	240	.14
Right Turn Adjustment			WBR	.17*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.66**

238 . Culver Dr. at Bonita Cyn. Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	453	.13*	176	.05
NBT	2	3400	1143	.34	1033	.30*
NBR	1	1700	137	.08	305	.18
SBL	1	1700	20	.01	57	.03*
SBT	2	3400	795	.23*	914	.27
SBR	1	1700	69	.04	32	.02
EBL	1	1700	36	.02*	78	.05
EBT	1	1700	43	.03	218	.13*
EBR	2	3400	176	.05	392	.12
WBL	2	3400	238	.07	194	.06*
WBT	1	1700	187	.11*	61	.04
WBR	1	1700	51	.03	39	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.57**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	596	.18*	221	.07*
NBT	2	3400	1148	.34	1057	.31
NBR	1	1700	138	.08	305	.18
SBL	1	1700	17	.01	41	.02
SBT	2	3400	789	.23*	975	.29*
SBR	1	1700	72	.04	31	.02
EBL	1	1700	41	.02*	93	.05
EBT	1	1700	46	.03	244	.14*
EBR	2	3400	242	.07	619	.18
WBL	2	3400	240	.07	206	.06*
WBT	1	1700	193	.11*	58	.03
WBR	1	1700	40	.02	31	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.61**

239 . Bonita Cyn. Dr. at Newport Coast Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	721	.21	1109	.33*
NBR	1	1700	82	.05	195	.11
SBL	2	3400	148	.04	298	.09*
SBT	1	1700	815	.48*	707	.42
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	555	.33*	220	.13*
WBT	0	0	0		0	
WBR	1	1700	1169	.69	211	.12
Right Turn Adjustment			WBR	.16*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.60**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	786	.23	1184	.35
NBR	1	1700	73	.04	158	.09
SBL	2	3400	157	.05	282	.08
SBT	1	1700	883	.52*	876	.52*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	507	.30*	204	.12*
WBT	0	0	0		0	
WBR	1	1700	1274	.75	196	.12
Right Turn Adjustment			WBR	.23*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.10** **.69**

240 . Bonita Cyn. Dr. at SR-73 NB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	748	.22*	1592	.47*
NBR	1	1700	35	.02	9	.01
SBL	1	1700	392	.23*	151	.09*
SBT	2	3400	1285	.38	1033	.30
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	469	.14*	77	.02*
WBT	0	0	0		0	
WBR	1	1700	170	.10	128	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.63**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	783	.23*	1630	.48*
NBR	1	1700	34	.02	7	.00
SBL	1	1700	389	.23*	173	.10*
SBT	2	3400	1305	.38	1154	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	471	.14*	66	.02*
WBT	0	0	0		0	
WBR	1	1700	178	.10	140	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.65**

241 . Bonita Cyn. Dr. at SR-73 SB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	608	.18	1013	.30*
NBR	1	1700	130	.08	411	.24
SBL	2	3400	73	.02	179	.05*
SBT	3	5100	1587	.31*	982	.19
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	44	.01*	68	.02*
WBT	0	0	0		0	
WBR	1	1700	198	.12	347	.20
Right Turn Adjustment			WBR	.01*	WBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.56**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	628	.18	1052	.31*
NBR	1	1700	124	.07	441	.26
SBL	2	3400	76	.02	179	.05*
SBT	3	5100	1609	.32*	1087	.21
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	41	.01*	73	.02*
WBT	0	0	0		0	
WBR	1	1700	202	.12	328	.19
Right Turn Adjustment					WBR	.13*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.56**

280 . Newport Coast Dr. at SR-73 NB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1368	.40*	594	.17
NBR	f		500		293	
SBL	0	0	0		0	
SBT	2	3400	302	.09	705	.21*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		158	.09*	135	
WBT	0	3400	0		0	.06*
WBR	0.5		162	.10	54	
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.32**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1375	.40*	565	.17
NBR	f		520		307	
SBL	0	0	0		0	
SBT	2	3400	302	.09	730	.21*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		158	.09*	149	
WBT	0	3400	0		0	.06*
WBR	0.5		185	.11	49	
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.32**

9. MacArthur Bl & Campus Dr

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.100	325	.203*
NBT	4	6400	1677	.262*	1377	.215
NBR	1	1600	137	.086	75	.047
SBL	1	1600	236	.148*	134	.084
SBT	4	6400	898	.140	1355	.212*
SBR	1	1600	550	.344	907	.567
EBL	2	3200	752	.235*	524	.164*
EBT	3	4800	1058	.220	714	.149
EBR	d	1600	201	.126	159	.099
WBL	2	3200	51	.016	153	.048
WBT	3	4800	701	.146*	1529	.319*
WBR	f		60		170	
Right Turn Adjustment			SBR	.034*	SBR	.355*

TOTAL CAPACITY UTILIZATION **.825** **1.253**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.100	333	.208*
NBT	4	6400	1679	.262*	1451	.227
NBR	1	1600	139	.087	80	.050
SBL	1	1600	266	.166*	127	.079
SBT	4	6400	969	.151	1382	.216*
SBR	1	1600	568	.355	897	.561
EBL	2	3200	749	.234*	524	.164*
EBT	3	4800	1066	.222	712	.148
EBR	d	1600	200	.125	161	.101
WBL	2	3200	51	.016	159	.050
WBT	3	4800	703	.146*	1563	.326*
WBR	f		61		169	
Right Turn Adjustment			SBR	.027*	SBR	.345*

TOTAL CAPACITY UTILIZATION **.835** **1.259**

10. MacArthur Bl & Birch St

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	47	.029	175	.109*
NBT	3	4800	1369	.285*	945	.197
NBR	1	1600	115	.072	53	.033
SBL	1	1600	137	.086*	115	.072
SBT	4	6400	813	.160	1178	.244*
SBR	0	0	210		381	
EBL	1.5		705		409	
EBT	1.5	4800	529	.269*	442	.191*
EBR	0		57		65	
WBL	1	1600	45	.028	124	.078
WBT	2	3200	261	.082*	912	.285*
WBR	f		14		312	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.722** **.829**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	43	.027	158	.099*
NBT	3	4800	1372	.286*	1018	.212
NBR	1	1600	117	.073	54	.034
SBL	1	1600	164	.103*	128	.080
SBT	4	6400	862	.168	1191	.246*
SBR	0	0	211		384	
EBL	1.5		702		417	
EBT	1.5	4800	536	.269*	438	.191*
EBR	0		54		60	
WBL	1	1600	48	.030	127	.079
WBT	2	3200	270	.084*	925	.289*
WBR	f		22		352	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.742** **.825**

11. Von Karman Av & Campus Dr

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	33	.021	34	.021*
NBT	2	3200	997	.312*	509	.159
NBR	f		28		13	
SBL	1	1600	1	.001*	120	.075
SBT	2	3200	458	.158	1115	.430*
SBR	0	0	47		262	
EBL	1	1600	374	.234*	219	.137*
EBT	2	3200	699	.218	997	.312
EBR	f		72		82	
WBL	1	1600	57	.036	33	.021
WBT	2	3200	410	.146*	984	.343*
WBR	0	0	58		112	
TOTAL CAPACITY UTILIZATION			**.693**		**.931**	

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	32	.020	40	.025*
NBT	2	3200	1003	.313*	538	.168
NBR	f		33		16	
SBL	1	1600	9	.006*	118	.074
SBT	2	3200	490	.171	1126	.436*
SBR	0	0	56		269	
EBL	1	1600	384	.240*	226	.141*
EBT	2	3200	751	.235	996	.311
EBR	f		71		84	
WBL	1	1600	62	.039	39	.024
WBT	2	3200	437	.158*	1051	.365*
WBR	0	0	67		117	
TOTAL CAPACITY UTILIZATION			**.717**		**.967**	

12. MacArthur Bl & Von Karman Av

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	127	.079	39	.024*
NBT	3	4800	1469	.306*	965	.201
NBR	1	1600	572	.358	197	.123
SBL	1	1600	59	.037*	106	.066
SBT	3	4800	655	.136	1276	.266*
SBR	1	1600	198	.124	100	.063
EBL	1	1600	62	.039*	134	.084
EBT	2	3200	150	.047	150	.047*
EBR	f		41		90	
WBL	2	3200	144	.045	861	.269*
WBT	1	1600	176	.110*	104	.065
WBR	f		138		109	
Right Turn Adjustment			NBR	.052*		
TOTAL CAPACITY UTILIZATION			**.544**		**.606**	

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	126	.079	44	.028*
NBT	3	4800	1470	.306*	963	.201
NBR	1	1600	573	.358	202	.126
SBL	1	1600	69	.043*	123	.077
SBT	3	4800	668	.139	1277	.266*
SBR	1	1600	199	.124	103	.064
EBL	1	1600	64	.040*	133	.083
EBT	2	3200	178	.056	161	.050*
EBR	f		47		88	
WBL	2	3200	146	.046	864	.270*
WBT	1	1600	175	.109*	169	.106
WBR	f		146		113	
Right Turn Adjustment			NBR	.052*		
TOTAL CAPACITY UTILIZATION			**.550**		**.614**	

13. Jamboree Rd & Campus Dr

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	63	.020	157	.049*
NBT	4	6400	1844	.322*	1928	.386
NBR	0	0	217		542	
SBL	2	3200	592	.185*	397	.124
SBT	3	4800	1683	.422	2563	.587*
SBR	0	0	343		254	
EBL	2	3200	255	.080*	637	.199*
EBT	2	3200	173	.054	769	.240
EBR	f		31		34	
WBL	2	3200	736	.230	245	.077
WBT	2	3200	733	.229*	443	.138*
WBR	1	1600	151	.094	410	.256
Right Turn Adjustment					WBR	.118*

TOTAL CAPACITY UTILIZATION **.816** **1.091**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	82	.026	164	.051*
NBT	4	6400	1882	.333*	2020	.402
NBR	0	0	249		555	
SBL	2	3200	637	.199*	420	.131
SBT	3	4800	1767	.443	2645	.613*
SBR	0	0	359		298	
EBL	2	3200	259	.081*	642	.201*
EBT	2	3200	225	.070	766	.239
EBR	f		32		32	
WBL	2	3200	732	.229	242	.076
WBT	2	3200	749	.234*	497	.155*
WBR	1	1600	150	.094	440	.275
Right Turn Adjustment					WBR	.120*

TOTAL CAPACITY UTILIZATION **.847** **1.140**

14. Jamboree Rd & Birch St

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	363	.227*	77	.048*
NBT	3	4800	1829	.398	1811	.384
NBR	0	0	80		30	
SBL	1	1600	11	.007	90	.056
SBT	3	4800	1970	.410*	1936	.403*
SBR	f		747		313	
EBL	1.5		161		609	
EBT	0.5	3200	89	.078*	30	.200*
EBR	f		5		374	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.915** **.745**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	419	.262*	133	.083*
NBT	3	4800	1900	.413	1941	.411
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056
SBT	3	4800	2122	.442*	2001	.417*
SBR	f		710		357	
EBL	1.5		171		589	
EBT	0.5	3200	89	.081*	30	.193*
EBR	f		7		429	
WBL	0	0	81		60	
WBT	1	1600	70	.201*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.986** **.787**

15. Campus Dr & Bristol St N

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.169	600	.188*
NBT	3	4800	3321	.692*	1830	.381
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	602	.094	1926	.301*
SBR	2	3200	451	.141	1263	.395
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	472	.148	664	.208
WBT	4	6400	1999	.333*	2987	.489*
WBR	0	0	132		140	
Right Turn Adjustment					SBR	.094*

TOTAL CAPACITY UTILIZATION **1.025** **1.072**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.169	600	.188*
NBT	3	4800	3318	.691*	1814	.378
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	613	.096	1973	.308*
SBR	2	3200	440	.138	1224	.383
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	476	.149	700	.219
WBT	4	6400	2051	.341*	3032	.496*
WBR	0	0	133		140	
Right Turn Adjustment					SBR	.075*

TOTAL CAPACITY UTILIZATION **1.032** **1.067**

16. Birch St & Bristol St N

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	129	.040	265	.083*
NBT	2	3200	1129	.353*	559	.175
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	171	.094	603	.335*
SBR	2.5		432		1538	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		222	.139	336	
WBT	3.5	8000	1712	.357*	1816	.285*
WBR	0		881	.551	126	
Right Turn Adjustment			WBR	.194*		

TOTAL CAPACITY UTILIZATION **.904** **.703**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	126	.039	241	.075*
NBT	2	3200	1141	.357*	557	.174
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	170	.093	613	.340*
SBR	2.5		425		1566	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		223	.139	343	.214
WBT	3.5	8000	1780	.371*	1894	.315*
WBR	0		882	.551	125	
Right Turn Adjustment			WBR	.180*		

TOTAL CAPACITY UTILIZATION **.908** **.730**

17. Campus Dr & Bristol St S

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2503	.391*	1885	.295*
NBR	0	0	625		584	.365
SBL	1	1600	113	.071*	301	.188*
SBT	3	4800	983	.205	2268	.473
SBR	0	0	0		0	
EBL	1.5		1348	{.461}*	566	{.320}*
EBT	2.5	6400	1604	.461	1483	.320
EBR	2	3200	672	.210	628	.196
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.070*

TOTAL CAPACITY UTILIZATION **.923** **.873**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2557	.398*	1871	.292
NBR	0	0	627		586	.366
SBL	1	1600	112	.070*	302	.189
SBT	3	4800	998	.208	2350	.490*
SBR	0	0	0		0	
EBL	1.5		1350	{.462}*	561	{.315}*
EBT	2.5	6400	1605	.462	1458	.315
EBR	2	3200	671	.210	627	.196
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.065*

TOTAL CAPACITY UTILIZATION **.930** **.870**

18. Birch St & Bristol St S

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2.5	6400	256	.078*	273	.061*
NBR	1.5		241		119	
SBL	2	3200	265	.083*	419	.131*
SBT	2	3200	108	.034	520	.163
SBR	0	0	0		0	
EBL	1.5		1012	.316*	481	{.278}*
EBT	3.5	8000	1136	.287	1602	.278
EBR	0		242		144	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.477** **.470**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2.5	6400	270	.080*	259	.059*
NBR	1.5		241		120	
SBL	2	3200	264	.083*	418	.131*
SBT	2	3200	108	.034	538	.168
SBR	0	0	0		0	
EBL	1.5		1007	{.324}*	469	{.276}*
EBT	3.5	8000	1346	.324	1590	.276
EBR	0		239		148	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.487** **.466**

29. MacArthur Bl & Jamboree Rd

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	191	.060	272	.085*
NBT	3	4800	1700	.354*	829	.173
NBR	1	1600	599	.374	627	.392
SBL	2	3200	116	.036*	293	.092
SBT	3	4800	553	.115	1391	.290*
SBR	f		103		527	
EBL	2	3200	646	.202	185	.058
EBT	3	4800	1753	.365*	1436	.299*
EBR	f		161		20	
WBL	2	3200	431	.135*	901	.282*
WBT	3	4800	1158	.241	1507	.314
WBR	f		122		161	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .890 .956

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	186	.058	284	.089*
NBT	3	4800	1782	.371*	890	.185
NBR	1	1600	601	.376	627	.392
SBL	2	3200	134	.042*	327	.102
SBT	3	4800	582	.121	1553	.324*
SBR	f		115		550	
EBL	2	3200	660	.206	200	.063
EBT	3	4800	1775	.370*	1441	.300*
EBR	f		165		40	
WBL	2	3200	428	.134*	919	.287*
WBT	3	4800	1132	.236	1558	.325
WBR	f		150		183	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .917 1.000

30. Jamboree Rd & Bristol St N

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1042	.326	780	.244*
NBT	3	4800	3080	.642*	2580	.538
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2.5	6400	610	.191	1230	.344*
SBR	1.5		838	.262	970	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .642 .588

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1047	.327	836	.261*
NBT	3	4800	3150	.656*	2650	.552
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2.5	6400	640	.200	1340	.374*
SBR	1.5		833	.260	1054	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .656 .635

32. Jamboree Rd & Bristol St S

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	1705	.218*	2148	.279*
NBR	0	0	40		87	
SBL	0	0	0		0	
SBT	3	4800	563	.117	1216	.253
SBR	0	0	0		0	
EBL	1.5		2095	.655*	1218	{.556}*
EBT	1.5	4800	583	.364	1451	.556
EBR	2	3200	884	.276	1050	.328
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .873 .835

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	1719	.219*	2182	.283*
NBR	0	0	36		85	
SBL	0	0	0		0	
SBT	3	4800	573	.119	1254	.261
SBR	0	0	0		0	
EBL	1.5		2166	.677*	1259	{.565}*
EBT	1.5	4800	598	.374	1452	.565
EBR	2	3200	958	.299	1009	.315
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .896 .848

33. Jamboree Rd & Bayview Wy

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.088	60	.038
NBT	4	6400	1441	.238*	1964	.317*
NBR	0	0	79		67	
SBL	1	1600	113	.071*	152	.095*
SBT	4	6400	1175	.184	2002	.313
SBR	1	1600	190	.119	80	.050
EBL	2	3200	40	.013*	90	.028*
EBT	1	1600	10	.006	10	.006
EBR	1	1600	40	.025	170	.106
WBL	1	1600	9	.006	39	.024
WBT	1	1600	10	.006*	10	.006*
WBR	1	1600	61	.038	142	.089
Right Turn Adjustment			Multi	.044*	Multi	.179*

TOTAL CAPACITY UTILIZATION .372 .625

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.088	60	.038
NBT	4	6400	1446	.238*	2006	.324*
NBR	0	0	79		68	
SBL	1	1600	113	.071*	152	.095*
SBT	4	6400	1245	.195	2002	.313
SBR	1	1600	190	.119	80	.050
EBL	2	3200	40	.013*	90	.028*
EBT	1	1600	10	.006	10	.006
EBR	1	1600	40	.025	170	.106
WBL	1	1600	10	.006	38	.024
WBT	1	1600	10	.006*	10	.006*
WBR	1	1600	61	.038	142	.089
Right Turn Adjustment			Multi	.044*	Multi	.179*

TOTAL CAPACITY UTILIZATION .372 .632

34. Jamboree Rd & University Dr/Eastbluff

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	64	.040	53	.033
NBT	3	4800	1350	.281*	1676	.349*
NBR	1	1600	214	.134	288	.180
SBL	2	3200	81	.025*	113	.035*
SBT	3	4800	882	.184	1672	.348
SBR	1	1600	267	.167	452	.283
EBL	1.5		506		212	
EBT	0.5	3200	106	.191*	88	.094*
EBR	1	1600	12	.008	9	.006
WBL	1.5		331	.103*	290	.091*
WBT	1.5	4800	110	.069	105	.066
WBR	f		83		162	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .600 .569

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	59	.037	48	.030
NBT	3	4800	1369	.285*	1691	.352*
NBR	1	1600	213	.133	278	.174
SBL	2	3200	98	.031*	127	.040*
SBT	3	4800	903	.188	1679	.350
SBR	1	1600	281	.176	453	.283
EBL	1.5		517		223	
EBT	0.5	3200	102	.193*	84	.096*
EBR	1	1600	10	.006	8	.005
WBL	1.5		315	.098*	285	.089*
WBT	1.5	4800	103	.064	99	.062
WBR	f		79		176	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .607 .577

35. Jamboree Rd & Bison Av

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1226	.255*	1585	.330*
NBR	d	1600	320	.200	187	.117
SBL	2	3200	64	.020*	195	.061*
SBT	3	4800	1098	.229	1481	.309
SBR	1	1600	51	.032	0	.000
EBL	1	1600	110	.069*	40	.025*
EBT	0	0	12		0	
EBR	1	1600	80	.050	20	.013
WBL	2	3200	213	.067*	457	.143*
WBT	0	0	2		11	
WBR	2	3200	190	.059	173	.054

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .411 .559

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1221	.254*	1569	.327*
NBR	d	1600	366	.229	204	.128
SBL	2	3200	72	.023*	193	.060*
SBT	3	4800	1063	.221	1456	.303
SBR	1	1600	50	.031	0	.000
EBL	1	1600	110	.069*	40	.025*
EBT	0	0	21		2	
EBR	1	1600	80	.050	20	.013
WBL	2	3200	237	.074*	535	.167*
WBT	0	0	3		25	
WBR	2	3200	190	.059	171	.053

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .420 .579

36. Jamboree Rd & Eastbluff/Ford Rd

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.113*	390	.122*
NBT	3	4800	1780	.417	2080	.523
NBR	0	0	220		430	
SBL	1	1600	60	.038	60	.038
SBT	3	4800	1680	.350*	2310	.481*
SBR	1	1600	50	.031	100	.063
EBL	1	1600	160	.100	50	.031
EBT	1	1600	210	.131*	130	.081*
EBR	f		420		380	
WBL	1.5		480		260	
WBT	1.5	4800	520	.208*	150	.085*
WBR	1	1600	90	.056	20	.013

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .802 .769

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.113*	390	.122*
NBT	3	4800	1780	.417	2080	.523
NBR	0	0	220		430	
SBL	1	1600	60	.038	60	.038
SBT	3	4800	1680	.350*	2310	.481*
SBR	1	1600	50	.031	100	.063
EBL	1	1600	160	.100	50	.031
EBT	1	1600	210	.131*	130	.081*
EBR	f		420		380	
WBL	1.5		480		260	
WBT	1.5	4800	520	.208*	150	.085*
WBR	1	1600	90	.056	20	.013

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .802 .769

46. SR-73 NB Ramps & Bison Av

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		181	{.109}*	231	.072*
NBT	0	4800	0	.109	24	
NBR	1.5		340		100	.063
SBL	0	0	0		0	
SBT	0	0	26		0	
SBR	0	0	1		0	
EBL	1	1600	20	.013	10	.006*
EBT	2	3200	1310	.409*	720	.225
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	130	.041	730	.228*
WBR	1	1600	123	.077	829	.518
Right Turn Adjustment					WBR	.290*

TOTAL CAPACITY UTILIZATION .518 .596

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		177	{.111}*	232	.073*
NBT	0	4800	81	.108	129	
NBR	1.5		340		100	.063
SBL	0	0	0		0	
SBT	0	0	63		143	
SBR	0	0	33		94	
EBL	1	1600	20	.013	10	.006*
EBT	2	3200	1310	.409*	720	.225
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	130	.041	730	.228*
WBR	1	1600	229	.143	840	.525
Right Turn Adjustment					WBR	.297*

TOTAL CAPACITY UTILIZATION .520 .604

47. SR-73 SB Ramps & Bison Av

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		29	
NBR	0	0	0		0	
SBL	2	3200	983	.307*	266	.083*
SBT	0	0	15		7	
SBR	f		10		10	
EBL	0	0	0		6	
EBT	2	3200	310	.097*	320	.102*
EBR	1	1600	75	.047	97	.061
WBL	2	3200	50	.016*	340	.106*
WBT	2	3200	280	.088	610	.191
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .420 .291

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	40		79	
NBR	0	0	0		0	
SBL	2	3200	1002	.313*	341	.107*
SBT	0	0	33		133	
SBR	f		10		10	
EBL	0	0	50		40	
EBT	2	3200	310	.113*	320	.113*
EBR	1	1600	67	.042	93	.058
WBL	2	3200	50	.016*	340	.106*
WBT	2	3200	280	.088	610	.191
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .442 .326

48. MacArthur Bl & Bison Av

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	387	.121	275	.086*
NBT	4	6400	4003	.625*	1812	.283
NBR	f		169		149	
SBL	2	3200	60	.019*	0	.000
SBT	4	6400	2785	.435	3354	.524*
SBR	1	1600	398	.249	379	.237
EBL	2	3200	315	.098*	283	.088*
EBT	2	3200	230	.072	210	.066
EBR	f		227		98	
WBL	2	3200	220	.069	213	.067
WBT	2	3200	217	.068*	392	.123*
WBR	1	1600	8	.005	42	.026

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .810 .821

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	387	.121	274	.086*
NBT	4	6400	3986	.623*	1808	.283
NBR	f		228		176	
SBL	2	3200	60	.019*	0	.000
SBT	4	6400	2781	.435	3333	.521*
SBR	1	1600	394	.246	376	.235
EBL	2	3200	333	.104*	281	.088*
EBT	2	3200	281	.088	240	.075
EBR	f		223		98	
WBL	2	3200	237	.074	277	.087
WBT	2	3200	239	.075*	501	.157*
WBR	1	1600	11	.007	59	.037

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .821 .852

49. MacArthur Bl & Ford Rd/Bonita Cyn Dr

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044*	80	.025
NBT	4	6400	2228	.348	2550	.398*
NBR	f		130		551	
SBL	2	3200	394	.123	1109	.347*
SBT	4	6400	3142	.491*	2576	.403
SBR	f		37		82	
EBL	2	3200	46	.014*	30	.009
EBT	2	3200	371	.116	638	.199*
EBR	1	1600	90	.056	109	.068
WBL	2	3200	395	.123	253	.079*
WBT	2	3200	894	.279*	316	.099
WBR	f		1660		722	

TOTAL CAPACITY UTILIZATION .828 1.023

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044*	79	.025
NBT	4	6400	2259	.353	2556	.399*
NBR	f		129		550	
SBL	2	3200	396	.124	1109	.347*
SBT	4	6400	3149	.492*	2624	.410
SBR	f		36		82	
EBL	2	3200	46	.014*	28	.009
EBT	2	3200	389	.122	656	.205*
EBR	1	1600	90	.056	109	.068
WBL	2	3200	395	.123	239	.075*
WBT	2	3200	907	.283*	365	.114
WBR	f		1671		737	

TOTAL CAPACITY UTILIZATION .833 1.026

50. MacArthur Bl & San Joaquin Hills Rd

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	34	.011	8	.003
NBT	3	4800	1567	.326*	1836	.383*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	594	.186*	944	.295*
SBT	3	4800	1869	.389	1950	.406
SBR	f		1165		455	
EBL	2	3200	229	.072*	1180	.369*
EBT	3	4800	294	.067	608	.142
EBR	0	0	29		74	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	575	.180*	380	.119*
WBR	f		1111		496	

TOTAL CAPACITY UTILIZATION .764 1.166

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	36	.011	8	.003
NBT	3	4800	1573	.328*	1831	.381*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	595	.186*	953	.298*
SBT	3	4800	1873	.390	1975	.411
SBR	f		1167		455	
EBL	2	3200	246	.077*	1183	.370*
EBT	3	4800	314	.071	612	.144
EBR	0	0	29		77	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	580	.181*	415	.130*
WBR	f		1120		502	

TOTAL CAPACITY UTILIZATION .772 1.179

53. SR-73 NB Ramps & Bonita Cyn Dr

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122*	20	.006*
NBT	0	0	0		107	
NBR	1	1600	593	.371	203	.127
SBL	0	0	24		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	790	.247*	1220	.381*
EBR	1	1600	10	.006	10	.006
WBL	1	1600	691	.432*	412	.258*
WBT	2	3200	1270	.397	1180	.369
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.264*	NBR	.121*

TOTAL CAPACITY UTILIZATION **1.065** **.766**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122*	20	.006*
NBT	0	0	0		145	
NBR	1	1600	592	.370	201	.126
SBL	0	0	21		9	
SBT	0	0	8		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	790	.247*	1220	.381*
EBR	1	1600	10	.006	10	.006
WBL	1	1600	693	.433*	401	.251*
WBT	2	3200	1270	.397	1180	.369
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.261*	NBR	.126*

TOTAL CAPACITY UTILIZATION **1.063** **.764**

54. SR-73 SB Ramps & Bonita Cyn Dr

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	180	.056*	150	.047*
NBT	0	0	0		70	
NBR	1	1600	237	.148	304	.190
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	520	.163	810	.253*
EBR	1	1600	160	.100	590	.369
WBL	2	3200	145	.045	227	.071*
WBT	3	4800	1520	.317*	990	.217
WBR	0	0	0		50	
Right Turn Adjustment			NBR	.092*	Multi	.259*

TOTAL CAPACITY UTILIZATION **.465** **.630**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	180	.056*	150	.047*
NBT	0	0	0		109	
NBR	1	1600	231	.144	334	.209
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	520	.163	810	.253*
EBR	1	1600	160	.100	590	.369
WBL	2	3200	142	.044	232	.073*
WBT	3	4800	1520	.317*	990	.213
WBR	0	0	0		31	
Right Turn Adjustment			NBR	.088*	Multi	.278*

TOTAL CAPACITY UTILIZATION **.461** **.651**

62. Newport Coast Dr & SR-73 NB Ramps

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	1521	.475*	1044	.326*
NBR	f		460		304	
SBL	0	0	0		0	
SBT	2	3200	600	.188	854	.267
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		271	
WBT	0	3200	0	.172*	0	.093*
WBR	0.5		109		28	

TOTAL CAPACITY UTILIZATION .647 .419

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	1528	.478*	1015	.317*
NBR	f		480		318	
SBL	0	0	0		0	
SBT	2	3200	600	.188	879	.275
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		285	
WBT	0	3200	0	.179*	0	.096*
WBR	0.5		132		23	

TOTAL CAPACITY UTILIZATION .657 .413

64. Newport Coast Dr & San Joaquin Hills Rd

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	101	.032	127	.040*
NBT	3	4800	1646	.343*	1010	.210
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	1047	.218	1114	.232*
SBR	1	1600	297	.186	427	.267
EBL	1	1600	443	.277*	294	.184*
EBT	0	0	0		0	
EBR	2	3200	178	.056	185	.058
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.035*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .620 .491

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	102	.032	128	.040*
NBT	3	4800	1648	.343*	997	.208
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	1040	.217	1117	.233*
SBR	1	1600	303	.189	453	.283
EBL	1	1600	444	.278*	281	.176*
EBT	0	0	0		0	
EBR	2	3200	178	.056	195	.061
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.050*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .621 .499

71. Newport Coast & Sage Hill

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1825	.380	1234	.257
NBR	1	1600	263	.164	69	.043
SBL	0	0	0		0	
SBT	2	3200	1292	.404*	1496	.468*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	52		43	
WBT	2	3200	0	.052*	0	.035*
WBR	0	0	113		70	

TOTAL CAPACITY UTILIZATION .456 .503

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1823	.380	1189	.248
NBR	1	1600	263	.164	69	.043
SBL	0	0	0		0	
SBT	2	3200	1291	.403*	1526	.477*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	52		43	
WBT	2	3200	0	.052*	0	.035*
WBR	0	0	113		70	

TOTAL CAPACITY UTILIZATION .455 .512

2025 w/Proposed LRDP & Mitigation

174 . Carlson Av. at Michelson Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11	137	.08*
NBT	1	1700	738	.43*	262	.15
NBR	1	1700	268	.16	322	.19
SBL	1	1700	15	.01*	203	.12
SBT	2	3400	88	.03	685	.20*
SBR	f		360		1237	
EBL	2	3400	832	.24*	1220	.36*
EBT	2	3400	348	.10	655	.19
EBR	1	1700	166	.10	98	.06
WBL	1	1700	196	.12	126	.07
WBT	2	3400	722	.21*	856	.25*
WBR	1	1700	88	.05	257	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.94**		**.94**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	205	.12	153	.09*
NBT	1	1700	732	.43*	284	.17
NBR	1	1700	270	.16	348	.20
SBL	1	1700	14	.01*	199	.12
SBT	2	3400	96	.03	667	.20*
SBR	f		353		1262	
EBL	2	3400	812	.24*	1204	.35*
EBT	2	3400	344	.10	644	.19
EBR	1	1700	199	.12	96	.06
WBL	1	1700	218	.13	127	.07
WBT	2	3400	709	.21*	905	.27*
WBR	1	1700	79	.05	262	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.94**		**.96**

2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	205	.12	153	.09*
NBT	1	1700	732	.43*	284	.17
NBR	1	1700	270	.16	348	.20
SBL	1	1700	14	.01*	199	.12
SBT	2	3400	96	.03	667	.20*
SBR	f		353		1262	
EBL	2	3400	812	.24*	1204	.35*
EBT	2	3400	344	.10	644	.19
EBR	1	1700	199	.12	96	.06
WBL	1	1700	218	.13	127	.07
WBT	3	5100	709	.14*	905	.18*
WBR	1	1700	79	.05	262	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.87**		**.87**

175 . Carlson Av. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	135	.08*	156	.09*
SBT	0	0	0		0	
SBR	1	1700	486	.29	423	.25
EBL	1	1700	357	.21*	517	.30*
EBT	1	1700	750	.44	824	.48
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	586	.34*	997	.59*
WBR	d	1700	156	.09	133	.08
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **1.03**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	149	.09*	145	.09*
SBT	0	0	0		0	
SBR	1	1700	532	.31	396	.23
EBL	1	1700	367	.22*	554	.33*
EBT	1	1700	869	.51	878	.52
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	600	.35*	1179	.69*
WBR	d	1700	143	.08	158	.09
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **1.16**

2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	149	.09*	145	.09*
SBT	0	0	0		0	
SBR	1	1700	532	.31	396	.23
EBL	2	3400	367	.11	554	.16*
EBT	1	1700	869	.51*	878	.52
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	600	.35	1179	.69*
WBR	d	1700	143	.08	158	.09
Right Turn Adjustment			SBR	.10*	SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **1.01**

188 . Harvard Av. at Michelson Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	104	.06*	124	.07
NBT	2	3400	521	.18	964	.37*
NBR	0	0	76		282	
SBL	1	1700	200	.12	343	.20*
SBT	2	3400	898	.26*	596	.18
SBR	1	1700	555	.33	302	.18
EBL	2	3400	163	.05*	528	.16
EBT	2	3400	404	.12	1050	.31*
EBR	f		111		172	
WBL	1	1700	131	.08	193	.11*
WBT	2	3400	692	.31*	516	.23
WBR	0	0	376		282	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **1.04**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	111	.07*	140	.08
NBT	2	3400	561	.19	1119	.42*
NBR	0	0	87		314	
SBL	1	1700	199	.12	346	.20*
SBT	2	3400	969	.29*	630	.19
SBR	1	1700	518	.30	306	.18
EBL	2	3400	157	.05*	544	.16
EBT	2	3400	414	.12	1040	.31*
EBR	f		123		178	
WBL	1	1700	157	.09	212	.12*
WBT	2	3400	721	.33*	544	.25
WBR	0	0	392		306	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.10**

2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	111	.07*	140	.08
NBT	2	3400	561	.17	1119	.33*
NBR	d	1700	87	.05	314	.18
SBL	1	1700	199	.12	346	.20*
SBT	2	3400	969	.29*	630	.19
SBR	1	1700	518	.30	306	.18
EBL	2	3400	157	.05*	544	.16
EBT	2	3400	414	.12	1040	.31*
EBR	f		123		178	
WBL	1	1700	157	.09	212	.12*
WBT	2	3400	721	.33*	544	.25
WBR	0	0	392		306	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.01**

190 . University Dr. at Campus Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	75	.04*	114	.07*
NBT	3	5100	756	.15	1465	.29
NBR	1	1700	866	.51	481	.28
SBL	1	1700	104	.06	90	.05
SBT	2	3400	1534	.45*	961	.28*
SBR	1	1700	264	.16	209	.12
EBL	1	1700	56	.03	275	.16
EBT	2	3400	460	.14*	609	.18*
EBR	d	1700	267	.16	135	.08
WBL	1	1700	230	.14*	528	.31*
WBT	2	3400	391	.12	736	.22
WBR	d	1700	48	.03	196	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.89**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	69	.04*	128	.08
NBT	3	5100	716	.14	1427	.28*
NBR	1	1700	890	.52	555	.33
SBL	1	1700	111	.07	95	.06*
SBT	2	3400	1498	.44*	888	.26
SBR	1	1700	253	.15	217	.13
EBL	1	1700	62	.04	257	.15
EBT	2	3400	559	.16*	673	.20*
EBR	d	1700	297	.17	129	.08
WBL	1	1700	245	.14*	588	.35*
WBT	2	3400	408	.12	920	.27
WBR	d	1700	52	.03	213	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.94**

2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	69	.04*	128	.08
NBT	3	5100	716	.14	1427	.28*
NBR	2	3400	890	.26	555	.16
SBL	1	1700	111	.07	95	.06*
SBT	2	3400	1498	.44*	888	.26
SBR	1	1700	253	.15	217	.13
EBL	1	1700	62	.04	257	.15*
EBT	2	3400	559	.16*	673	.20
EBR	d	1700	297	.17	129	.08
WBL	2	3400	245	.07*	588	.17
WBT	2	3400	408	.12	920	.27*
WBR	d	1700	52	.03	213	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.81**

192 . University Dr. at California Av.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1174	.35*	1159	.34
NBR	1	1700	357	.21	75	.04
SBL	1	1700	543	.32*	77	.05
SBT	2	3400	1225	.36	1583	.47*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	157	.05*	377	.11*
WBT	0	0	0		0	
WBR	1	1700	54	.03	719	.42
Right Turn Adjustment					WBR	.21*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.84**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1302	.38*	1216	.36
NBR	1	1700	381	.22	86	.05
SBL	1	1700	590	.35*	76	.04
SBT	2	3400	1237	.36	1727	.51*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	173	.05*	489	.14*
WBT	0	0	0		0	
WBR	1	1700	67	.04	786	.46
Right Turn Adjustment					WBR	.21*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.91**

2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1302	.38*	1216	.36
NBR	1	1700	381	.22	86	.05
SBL	1	1700	590	.35*	76	.04
SBT	2	3400	1237	.36	1727	.51*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		173	.05*	489	
WBT	0	5100	0		0	{.21}*
WBR	1.5		67		786	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.77**

234 . Culver Dr. at Michelson Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	287	.08*	266	.08
NBT	3	5100	943	.18	2004	.39*
NBR	d	1700	19	.01	30	.02
SBL	2	3400	366	.11	671	.20*
SBT	3	5100	1256	.25*	1366	.27
SBR	1	1700	585	.34	422	.25
EBL	2	3400	328	.10	854	.25
EBT	1	1700	255	.15*	456	.27*
EBR	1	1700	149	.09	240	.14
WBL	1	1700	126	.07*	177	.10*
WBT	2	3400	258	.08	259	.08
WBR	1	1700	389	.23	365	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **1.01**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	313	.09*	317	.09
NBT	3	5100	1018	.20	2335	.46*
NBR	d	1700	20	.01	36	.02
SBL	2	3400	371	.11	670	.20*
SBT	3	5100	1441	.28*	1471	.29
SBR	1	1700	621	.37	420	.25
EBL	2	3400	330	.10	850	.25
EBT	1	1700	249	.15*	467	.27*
EBR	1	1700	164	.10	264	.16
WBL	1	1700	135	.08*	195	.11*
WBT	2	3400	256	.08	263	.08
WBR	1	1700	382	.22	362	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **1.09**

2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	313	.09*	317	.09
NBT	3	5100	1018	.20	2335	.46*
NBR	d	1700	20	.01	36	.02
SBL	2	3400	371	.11	670	.20*
SBT	3	5100	1441	.28*	1471	.29
SBR	1	1700	621	.37	420	.25
EBL	2	3400	330	.10*	850	.25*
EBT	2	3400	249	.07	467	.14
EBR	d	1700	164	.10	264	.16
WBL	1	1700	135	.08	195	.11
WBT	2	3400	256	.08*	263	.08*
WBR	1	1700	382	.22	362	.21
Right Turn Adjustment		Multi		.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **1.04**
ATMS CREDIT **-.05** **-.05**
FINAL ICU **.57** **.99**

235 . Culver Dr. at University Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	80	.05
NBT	3	5100	1004	.20	1640	.32*
NBR	2	3400	810	.24	1277	.38
SBL	1	1700	60	.04	76	.04*
SBT	3	5100	855	.22*	1184	.25
SBR	0	0	277		81	
EBL	2	3400	65	.02	272	.08
EBT	3	5100	650	.13*	1427	.28*
EBR	d	1700	64	.04	50	.03
WBL	2	3400	810	.24*	846	.25*
WBT	3	5100	1273	.26	928	.20
WBR	0	0	41		68	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.68** **.94**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	62	.04*	81	.05
NBT	3	5100	1108	.22	1952	.38*
NBR	2	3400	856	.25	1271	.37
SBL	1	1700	65	.04	74	.04*
SBT	3	5100	1040	.26*	1320	.27
SBR	0	0	293		80	
EBL	2	3400	69	.02	341	.10
EBT	3	5100	658	.13*	1495	.29*
EBR	d	1700	73	.04	60	.04
WBL	2	3400	917	.27*	919	.27*
WBT	3	5100	1254	.25	889	.19
WBR	0	0	43		76	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.75** **1.03**

2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	62	.04*	81	.05
NBT	4	6800	1108	.16	1952	.29*
NBR	2	3400	856	.25	1271	.37
SBL	1	1700	65	.04	74	.04*
SBT	3	5100	1040	.26*	1320	.27
SBR	0	0	293		80	
EBL	2	3400	69	.02	341	.10
EBT	3	5100	658	.13*	1495	.29*
EBR	d	1700	73	.04	60	.04
WBL	2	3400	917	.27*	919	.27*
WBT	3	5100	1254	.25	889	.19
WBR	0	0	43		76	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.75** **.94**

239 . Bonita Cyn. Dr. at Newport Coast Dr.

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	721	.21	1109	.33*
NBR	1	1700	82	.05	195	.11
SBL	2	3400	148	.04	298	.09*
SBT	1	1700	815	.48*	707	.42
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	555	.33*	220	.13*
WBT	0	0	0		0	
WBR	1	1700	1169	.69	211	.12
Right Turn Adjustment			WBR	.16*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.60**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	786	.23	1184	.35
NBR	1	1700	73	.04	158	.09
SBL	2	3400	157	.05	282	.08
SBT	1	1700	883	.52*	876	.52*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	507	.30*	204	.12*
WBT	0	0	0		0	
WBR	1	1700	1274	.75	196	.12
Right Turn Adjustment			WBR	.23*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.10** **.69**

2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	786	.23	1184	.35
NBR	1	1700	73	.04	158	.09
SBL	2	3400	157	.05	282	.08
SBT	1	1700	883	.52*	876	.52*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	507	.30*	204	.12*
WBT	0	0	0		0	
WBR	2	3400	1274	.37	196	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.69**

11. Von Karman Av & Campus Dr

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	33	.021	34	.021*
NBT	2	3200	997	.312*	509	.159
NBR	f		28		13	
SBL	1	1600	1	.001*	120	.075
SBT	2	3200	458	.158	1115	.430*
SBR	0	0	47		262	
EBL	1	1600	374	.234*	219	.137*
EBT	2	3200	699	.218	997	.312
EBR	f		72		82	
WBL	1	1600	57	.036	33	.021
WBT	2	3200	410	.146*	984	.343*
WBR	0	0	58		112	

TOTAL CAPACITY UTILIZATION .693 .931

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	32	.020	40	.025*
NBT	2	3200	1003	.313*	538	.168
NBR	f		33		16	
SBL	1	1600	9	.006*	118	.074
SBT	2	3200	490	.171	1126	.436*
SBR	0	0	56		269	
EBL	1	1600	384	.240*	226	.141*
EBT	2	3200	751	.235	996	.311
EBR	f		71		84	
WBL	1	1600	62	.039	39	.024
WBT	2	3200	437	.158*	1051	.365*
WBR	0	0	67		117	

TOTAL CAPACITY UTILIZATION .717 .967

2025 w/Proposed LRDP w/Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	32	.020	40	.025*
NBT	2	3200	1003	.313*	538	.168
NBR	f		33		16	
SBL	1	1600	9	.006*	118	.074
SBT	2	3200	490	.171	1126	.436*
SBR	0	0	56		269	
EBL	2	3200	384	.120	226	.071*
EBT	2	3200	751	.257*	996	.338
EBR	0	0	71		84	
WBL	1	1600	62	.039*	39	.024
WBT	2	3200	437	.158	1051	.365*
WBR	0	0	67		117	

TOTAL CAPACITY UTILIZATION .615 .897

13. Jamboree Rd & Campus Dr

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	63	.020	157	.049*
NBT	4	6400	1844	.322*	1928	.386
NBR	0	0	217		542	
SBL	2	3200	592	.185*	397	.124
SBT	3	4800	1683	.422	2563	.587*
SBR	0	0	343		254	
EBL	2	3200	255	.080*	637	.199*
EBT	2	3200	173	.054	769	.240
EBR	f		31		34	
WBL	2	3200	736	.230	245	.077
WBT	2	3200	733	.229*	443	.138*
WBR	1	1600	151	.094	410	.256
Right Turn Adjustment					WBR	.118*

TOTAL CAPACITY UTILIZATION **.816** **1.091**

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	82	.026	164	.051*
NBT	4	6400	1882	.333*	2020	.402
NBR	0	0	249		555	
SBL	2	3200	637	.199*	420	.131
SBT	3	4800	1767	.443	2645	.613*
SBR	0	0	359		298	
EBL	2	3200	259	.081*	642	.201*
EBT	2	3200	225	.070	766	.239
EBR	f		32		32	
WBL	2	3200	732	.229	242	.076
WBT	2	3200	749	.234*	497	.155*
WBR	1	1600	150	.094	440	.275
Right Turn Adjustment					WBR	.120*

TOTAL CAPACITY UTILIZATION **.847** **1.140**

2025 w/Proposed LRDP w/Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	82	.026	164	.051*
NBT	4	6400	1882	.294*	2020	.316
NBR	1	1600	249	.156	555	.347
SBL	2	3200	637	.199*	420	.131
SBT	3	4800	1767	.368	2645	.551*
SBR	1	1600	359	.224	298	.186
EBL	2	3200	259	.081*	642	.201*
EBT	2	3200	225	.070	766	.239
EBR	f		32		32	
WBL	2	3200	732	.229	242	.076
WBT	2	3200	749	.234*	497	.155*
WBR	1	1600	150	.094	440	.275

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION **.808** **.958**

14. Jamboree Rd & Birch St

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	363	.227*	77	.048*
NBT	3	4800	1829	.398	1811	.384
NBR	0	0	80		30	
SBL	1	1600	11	.007	90	.056
SBT	3	4800	1970	.410*	1936	.403*
SBR	f		747		313	
EBL	1.5		161		609	
EBT	0.5	3200	89	.078*	30	.200*
EBR	f		5		374	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .915 .745

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	419	.262*	133	.083*
NBT	3	4800	1900	.413	1941	.411
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056
SBT	3	4800	2122	.442*	2001	.417*
SBR	f		710		357	
EBL	1.5		171		589	
EBT	0.5	3200	89	.081*	30	.193*
EBR	f		7		429	
WBL	0	0	81		60	
WBT	1	1600	70	.201*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .986 .787

2025 w/Proposed LRDP w/Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	419	.262*	133	.083
NBT	3	4800	1900	.413	1941	.411*
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056*
SBT	4	6400	2122	.332*	2001	.313
SBR	f		710		357	
EBL	1.5		171		589	
EBT	0.5	3200	89	.081*	30	.193*
EBR	f		7		429	
WBL	0	0	81		60	
WBT	1	1600	70	.201*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .876 .754

29. MacArthur Bl & Jamboree Rd

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	191	.060	272	.085*
NBT	3	4800	1700	.354*	829	.173
NBR	1	1600	599	.374	627	.392
SBL	2	3200	116	.036*	293	.092
SBT	3	4800	553	.115	1391	.290*
SBR	f		103		527	
EBL	2	3200	646	.202	185	.058
EBT	3	4800	1753	.365*	1436	.299*
EBR	f		161		20	
WBL	2	3200	431	.135*	901	.282*
WBT	3	4800	1158	.241	1507	.314
WBR	f		122		161	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .890 .956

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	186	.058	284	.089*
NBT	3	4800	1782	.371*	890	.185
NBR	1	1600	601	.376	627	.392
SBL	2	3200	134	.042*	327	.102
SBT	3	4800	582	.121	1553	.324*
SBR	f		115		550	
EBL	2	3200	660	.206	200	.063
EBT	3	4800	1775	.370*	1441	.300*
EBR	f		165		40	
WBL	2	3200	428	.134*	919	.287*
WBT	3	4800	1132	.236	1558	.325
WBR	f		150		183	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .917 1.000

2025 w/Proposed LRDP w/Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	186	.058	284	.089*
NBT	3	4800	1782	.371*	890	.185
NBR	1	1600	601	.376	627	.392
SBL	2	3200	134	.042*	327	.102
SBT	3	4800	582	.121	1553	.324*
SBR	f		115		550	
EBL	2	3200	660	.206*	200	.063
EBT	4	6400	1775	.277	1441	.225*
EBR	f		165		40	
WBL	2	3200	428	.134	919	.287*
WBT	3	4800	1132	.236*	1558	.325
WBR	f		150		183	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .855 .925

50. MacArthur Bl & San Joaquin Hills Rd

2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	34	.011	8	.003
NBT	3	4800	1567	.326*	1836	.383*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	594	.186*	944	.295*
SBT	3	4800	1869	.389	1950	.406
SBR	f		1165		455	
EBL	2	3200	229	.072*	1180	.369*
EBT	3	4800	294	.067	608	.142
EBR	0	0	29		74	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	575	.180*	380	.119*
WBR	f		1111		496	

TOTAL CAPACITY UTILIZATION .764 1.166

2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	36	.011	8	.003
NBT	3	4800	1573	.328*	1831	.381*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	595	.186*	953	.298*
SBT	3	4800	1873	.390	1975	.411
SBR	f		1167		455	
EBL	2	3200	246	.077*	1183	.370*
EBT	3	4800	314	.071	612	.144
EBR	0	0	29		77	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	580	.181*	415	.130*
WBR	f		1120		502	

TOTAL CAPACITY UTILIZATION .772 1.179

2025 w/Proposed LRDP w/Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	36	.011	8	.003
NBT	3	4800	1573	.328*	1831	.381*
NBR	1	1600	10	.006	20	.013
SBL	3	4800	595	.124*	953	.199*
SBT	3	4800	1873	.390	1975	.411
SBR	f		1167		455	
EBL	2	3200	246	.077*	1183	.370*
EBT	3	4800	314	.071	612	.144
EBR	0	0	29		77	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	580	.181*	415	.130*
WBR	f		1120		502	

TOTAL CAPACITY UTILIZATION .710 1.080

Post-2025 No-Project and w/Proposed LRDP

84 . MacArthur Bl. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	64	.04	86	.05
NBT	4	6800	988	.15*	1239	.18*
NBR	1	1700	114	.07	98	.06
SBL	1	1700	345	.20*	161	.09*
SBT	4	6800	1343	.20	1160	.17
SBR	1	1700	296	.17	717	.42
EBL	2	3400	483	.14*	281	.08*
EBT	3	5100	825	.17	351	.07
EBR	0	0	59		23	
WBL	2	3400	163	.05	101	.03
WBT	3	5100	513	.10*	1124	.22*
WBR	f		105		179	
Right Turn Adjustment					SBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.76**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	64	.04	88	.05
NBT	4	6800	986	.15*	1335	.20*
NBR	1	1700	116	.07	102	.06
SBL	1	1700	365	.21*	161	.09*
SBT	4	6800	1408	.21	1194	.18
SBR	1	1700	312	.18	710	.42
EBL	2	3400	479	.14*	286	.08*
EBT	3	5100	829	.17	347	.07
EBR	0	0	59		24	
WBL	2	3400	162	.05	107	.03
WBT	3	5100	514	.10*	1137	.22*
WBR	f		105		190	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.76**

105 . Von Karman Av. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	35	.02*	80	.05*
NBT	2	3400	650	.19	433	.13
NBR	f		74		107	
SBL	1	1700	72	.04	164	.10
SBT	2	3400	663	.24*	683	.27*
SBR	0	0	166		243	
EBL	1	1700	279	.16*	169	.10*
EBT	2	3400	542	.16	531	.16
EBR	f		68		60	
WBL	1	1700	150	.09	118	.07
WBT	2	3400	668	.24*	972	.31*
WBR	0	0	143		79	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.78**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	34	.02*	78	.05*
NBT	2	3400	682	.20	466	.14
NBR	f		83		107	
SBL	1	1700	91	.05	172	.10
SBT	2	3400	685	.26*	689	.28*
SBR	0	0	183		248	
EBL	1	1700	284	.17*	182	.11*
EBT	2	3400	596	.18	531	.16
EBR	f		61		58	
WBL	1	1700	146	.09	122	.07
WBT	2	3400	694	.25*	1015	.33*
WBR	0	0	159		91	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.82**

143 . Jamboree Rd. at I-405 NB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2029	.30	2446	.36*
NBR	f		341		860	
SBL	0	0	0		0	
SBT	4	6800	2017	.30*	2121	.31
SBR	f		1163		1110	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	5100	1101	.22*	869	.17*
WBT	0	0	0		0	
WBR	f		858		294	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.58**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2027	.30	2473	.36*
NBR	f		350		860	
SBL	0	0	0		0	
SBT	4	6800	2088	.31*	2123	.31
SBR	f		1160		1110	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	5100	1112	.22*	887	.17*
WBT	0	0	0		0	
WBR	f		853		287	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.58**

144 . Jamboree Rd. at I-405 SB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1320	.19	2778	.41
NBR	f		587		1240	
SBL	0	0	0		0	
SBT	4	6800	2717	.40*	2893	.43*
SBR	f		175		280	
EBL	1.5		1152	{.40}*	542	{.26}*
EBT	0	6800	0	.40	0	.26
EBR	2.5		1599		1257	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.74**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1333	.20	2842	.42
NBR	f		594		1240	
SBL	0	0	0		0	
SBT	4	6800	2809	.41*	2900	.43*
SBR	f		174		280	
EBL	1.5		1124	{.40}*	518	{.26}*
EBT	0	6800	0	.40	0	.26
EBR	2.5		1625		1270	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.74**

145 . Jamboree Rd. at Michelson Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	177	.05	89	.03
NBT	4	6800	1286	.19*	2348	.35*
NBR	f		183		229	
SBL	2	3400	1066	.31*	1298	.38*
SBT	4	6800	2256	.33	2303	.34
SBR	f		1025		373	
EBL	2	3400	331	.10*	816	.24*
EBT	2	3400	191	.06	803	.24
EBR	1	1700	29	.02	135	.08
WBL	2	3400	334	.10	391	.12
WBT	2	3400	628	.18*	438	.13*
WBR	f		373		846	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **1.15**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	176	.05	96	.03
NBT	4	6800	1319	.19*	2449	.36*
NBR	f		182		234	
SBL	2	3400	1082	.32*	1272	.37*
SBT	4	6800	2325	.34	2353	.35
SBR	f		1040		384	
EBL	2	3400	331	.10*	814	.24*
EBT	2	3400	186	.05	785	.23
EBR	1	1700	29	.02	138	.08
WBL	2	3400	326	.10	400	.12
WBT	2	3400	604	.18*	450	.13*
WBR	f		370		847	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **1.15**

146 . Jamboree Rd. at Dupont Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	191	.11*	130	.08
NBT	4	6800	1824	.27	2524	.37*
NBR	1	1700	22	.01	129	.08
SBL	1	1700	106	.06	292	.17*
SBT	3	5100	2147	.42*	2236	.44
SBR	d	1700	280	.16	188	.11
EBL	1	1700	40	.02*	236	.14*
EBT	2	3400	13	.01	105	.06
EBR	0	0	16	.01	259	.15
WBL	1	1700	106	.06	66	.04
WBT	2	3400	87	.05*	23	.01*
WBR	0	0	296	.17	121	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	211	.12*	143	.08
NBT	4	6800	1881	.28	2635	.39*
NBR	1	1700	25	.01	133	.08
SBL	1	1700	98	.06	282	.17*
SBT	3	5100	2244	.44*	2303	.45
SBR	d	1700	252	.15	194	.11
EBL	1	1700	43	.03*	232	.14*
EBT	2	3400	16	.01	101	.06
EBR	0	0	22	.01	268	.16
WBL	1	1700	124	.07	74	.04
WBT	2	3400	87	.05*	25	.01*
WBR	0	0	276	.16	130	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.76**

147 . Jamboree Rd. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	260	.08*	122	.04*
NBT	4	6800	1253	.23	1903	.37
NBR	0	0	337		817	.48
SBL	2	3400	387	.11	338	.10
SBT	3	5100	1586	.34*	1998	.46*
SBR	0	0	168		343	
EBL	2	3400	104	.03	209	.06
EBT	2	3400	476	.14*	676	.20*
EBR	f		20		52	
WBL	2	3400	583	.17*	475	.14*
WBT	2	3400	572	.17	913	.27
WBR	1	1700	103	.06	563	.33
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.89**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	274	.08*	128	.04*
NBT	4	6800	1302	.25	1991	.39
NBR	0	0	379		803	.47
SBL	2	3400	447	.13	341	.10
SBT	3	5100	1670	.36*	2047	.47*
SBR	0	0	182		371	
EBL	2	3400	112	.03	226	.07*
EBT	2	3400	554	.16*	687	.20
EBR	f		22		54	
WBL	2	3400	588	.17*	474	.14
WBT	2	3400	594	.17	960	.28*
WBR	1	1700	105	.06	588	.35
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.91**

148 . Jamboree Rd. at Birch St.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	328	.19*	142	.08*
NBT	3	5100	1849	.36	2207	.43
NBR	0	0	2		1	
SBL	1	1700	12	.01	1	.00
SBT	3	5100	1827	.36*	2405	.47*
SBR	f		771		398	
EBL	1.5		476	{.14}*	1123	{.33}*
EBT	0.5	3400	6	.14	0	.33
EBR	f		90		265	
WBL	0	0	4		0	
WBT	1	1700	1	.01*	1	.00*
WBR	0	0	5		2	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.93**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	374	.22*	198	.12*
NBT	3	5100	1926	.38	2316	.45
NBR	0	0	2		1	
SBL	1	1700	11	.01	1	.00
SBT	3	5100	1991	.39*	2442	.48*
SBR	f		724		433	
EBL	1.5		479	{.14}*	1099	{.32}*
EBT	0.5	3400	7	.14	0	.32
EBR	f		114		322	
WBL	0	0	4		0	
WBT	1	1700	1	.01*	1	.00*
WBR	0	0	4		2	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.97**

149 . Jamboree Rd. at Fairchild Rd.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	17	.01	14	.01
NBT	3	5100	1913	.39*	2413	.48*
NBR	0	0	51		38	
SBL	2	3400	298	.09*	435	.13*
SBT	4	6800	1418	.21	2713	.40
SBR	d	1700	17	.01	5	.00
EBL	1	1700	4	.00	18	.01
EBT	1	1700	0	.00	7	.03*
EBR	0	0	6		36	
WBL	1	1700	6	.00	30	.02*
WBT	1	1700	5	.00*	1	.00
WBR	1	1700	500	.29	269	.16
Right Turn Adjustment			WBR	.22*	WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.73**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	17	.01	14	.01
NBT	3	5100	2078	.42*	2476	.49*
NBR	0	0	47		39	
SBL	2	3400	300	.09*	455	.13*
SBT	4	6800	1474	.22	2890	.43
SBR	d	1700	18	.01	5	.00
EBL	1	1700	9	.01*	18	.01
EBT	1	1700	0	.01	7	.03*
EBR	0	0	11		36	
WBL	1	1700	6	.00	33	.02*
WBT	1	1700	5	.00*	1	.00
WBR	1	1700	505	.30	296	.17
Right Turn Adjustment			WBR	.23*	WBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.75**

150 . Jamboree Rd. at MacArthur Bl.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	525	.15*	405	.12*
NBT	3	5100	977	.19	1434	.28
NBR	f		189		49	
SBL	2	3400	335	.10	634	.19
SBT	3	5100	971	.19*	1829	.36*
SBR	f		362		250	
EBL	2	3400	119	.04*	315	.09
EBT	3	5100	507	.10	1696	.33*
EBR	f		183		514	
WBL	2	3400	143	.04	259	.08*
WBT	3	5100	1735	.34*	696	.14
WBR	1	1700	374	.22	258	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.94**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	548	.16*	425	.13*
NBT	3	5100	1085	.21	1463	.29
NBR	f		199		50	
SBL	2	3400	359	.11	670	.20
SBT	3	5100	992	.19*	1951	.38*
SBR	f		387		273	
EBL	2	3400	134	.04*	318	.09
EBT	3	5100	539	.11	1712	.34*
EBR	f		185		524	
WBL	2	3400	135	.04	280	.08*
WBT	3	5100	1723	.34*	766	.15
WBR	1	1700	394	.23	278	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.98**

174 . Carlson Av. at Michelson Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	206	.12	167	.10*
NBT	1	1700	856	.50*	341	.20
NBR	1	1700	296	.17	371	.22
SBL	1	1700	16	.01*	206	.12
SBT	2	3400	102	.03	852	.25*
SBR	f		394		1333	
EBL	2	3400	937	.28*	1310	.39*
EBT	2	3400	373	.11	623	.18
EBR	1	1700	185	.11	115	.07
WBL	1	1700	205	.12	143	.08
WBT	2	3400	707	.21*	840	.25*
WBR	1	1700	92	.05	269	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.05** **1.04**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12	174	.10*
NBT	1	1700	841	.49*	362	.21
NBR	1	1700	296	.17	402	.24
SBL	1	1700	16	.01*	212	.12
SBT	2	3400	116	.03	850	.25*
SBR	f		381		1320	
EBL	2	3400	923	.27*	1273	.37*
EBT	2	3400	373	.11	617	.18
EBR	1	1700	212	.12	110	.06
WBL	1	1700	232	.14	150	.09
WBT	2	3400	683	.20*	875	.26*
WBR	1	1700	90	.05	285	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **1.03**

175 . Carlson Av. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	147	.09*	201	.12*
SBT	0	0	0		0	
SBR	1	1700	505	.30	541	.32
EBL	1	1700	403	.24*	625	.37*
EBT	2	3400	834	.25	1045	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	641	.19*	1239	.36*
WBR	d	1700	181	.11	159	.09
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.90**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	172	.10*	194	.11*
SBT	0	0	0		0	
SBR	1	1700	560	.33	548	.32
EBL	1	1700	401	.24*	670	.39*
EBT	2	3400	994	.29	1079	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	683	.20*	1356	.40*
WBR	d	1700	170	.10	172	.10
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.95**

176 . Fairchild Rd. at MacArthur Bl.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	18	.01*	329	.19*
SBT	0	0	0		0	
SBR	1	1700	33	.02	242	.14
EBL	0	0	291	{.17}*	57	
EBT	3	5100	832	.22	2621	.53*
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	2237	.57*	1038	.23
WBR	0	0	649		113	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.77**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	19	.01*	331	.19*
SBT	0	0	0		0	
SBR	1	1700	32	.02	253	.15
EBL	0	0	299	{.18}*	59	
EBT	3	5100	881	.23	2669	.53*
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	2238	.57*	1157	.25
WBR	0	0	661		121	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.77**

188 . Harvard Av. at Michelson Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	109	.06*	129	.08
NBT	2	3400	499	.17	970	.37*
NBR	0	0	79		281	
SBL	1	1700	198	.12	337	.20*
SBT	2	3400	925	.27*	607	.18
SBR	1	1700	550	.32	306	.18
EBL	2	3400	168	.05*	537	.16
EBT	2	3400	453	.13	1062	.31*
EBR	f		130		180	
WBL	1	1700	135	.08	193	.11*
WBT	2	3400	691	.30*	515	.23
WBR	0	0	343		273	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**1.04**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	117	.07*	146	.09
NBT	2	3400	536	.18	1111	.42*
NBR	0	0	86		313	
SBL	1	1700	192	.11	340	.20*
SBT	2	3400	1001	.29*	635	.19
SBR	1	1700	529	.31	317	.19
EBL	2	3400	165	.05*	559	.16
EBT	2	3400	451	.13	1072	.32*
EBR	f		144		188	
WBL	1	1700	156	.09	208	.12*
WBT	2	3400	704	.31*	549	.25
WBR	0	0	349		293	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**1.11**

189 . Harvard Av. at University Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	85	.05*	113	.07
NBT	2	3400	350	.10	838	.25*
NBR	d	1700	80	.05	170	.10
SBL	1	1700	54	.03	100	.06*
SBT	2	3400	648	.19*	523	.15
SBR	d	1700	502	.30	326	.19
EBL	1	1700	186	.11*	459	.27*
EBT	3	5100	766	.16	1710	.36
EBR	0	0	52		123	
WBL	1	1700	390	.23	144	.08
WBT	3	5100	1653	.35*	932	.20*
WBR	0	0	114		92	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.83**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	99	.06*	166	.10
NBT	2	3400	411	.12	1085	.32*
NBR	d	1700	100	.06	249	.15
SBL	1	1700	60	.04	96	.06*
SBT	2	3400	755	.22*	590	.17
SBR	d	1700	516	.30	315	.19
EBL	1	1700	175	.10*	416	.24
EBT	3	5100	770	.16	1755	.37*
EBR	0	0	55		148	
WBL	1	1700	430	.25	162	.10*
WBT	3	5100	1615	.34*	900	.19
WBR	0	0	113		79	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.90**

190 . University Dr. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	97	.03*	153	.05
NBT	3	5100	882	.17	1723	.34*
NBR	1	1700	992	.58	562	.33
SBL	2	3400	100	.03	97	.03*
SBT	3	5100	1827	.41*	1067	.26
SBR	0	0	287		258	
EBL	2	3400	60	.02	351	.10
EBT	2	3400	488	.14*	772	.23*
EBR	d	1700	349	.21	176	.10
WBL	2	3400	274	.08*	590	.17*
WBT	2	3400	426	.13	918	.27
WBR	d	1700	47	.03	214	.13
Right Turn Adjustment			Multi	.16*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.87**		**.82**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	98	.03*	177	.05
NBT	3	5100	864	.17	1764	.35*
NBR	1	1700	1101	.65	633	.37
SBL	2	3400	110	.03	92	.03*
SBT	3	5100	1827	.41*	1090	.26
SBR	0	0	285		253	
EBL	2	3400	66	.02	328	.10
EBT	2	3400	609	.18*	795	.23*
EBR	d	1700	398	.23	194	.11
WBL	2	3400	296	.09*	691	.20*
WBT	2	3400	457	.13	1031	.30
WBR	d	1700	49	.03	213	.13
Right Turn Adjustment			Multi	.20*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**.86**

192 . University Dr. at California Av.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1462	.29*	1431	.28
NBR	1	1700	310	.18	90	.05
SBL	1	1700	689	.41*	80	.05
SBT	3	5100	1479	.29	1703	.33*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	158	.05*	422	.12*
WBT	0	0	0		0	
WBR	1	1700	82	.05	804	.47
Right Turn Adjustment					WBR	.31*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.81**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1641	.32*	1532	.30
NBR	1	1700	340	.20	111	.07
SBL	1	1700	704	.41*	79	.05
SBT	3	5100	1534	.30	1983	.39*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	183	.05*	592	.17*
WBT	0	0	0		0	
WBR	1	1700	97	.06	843	.50
Right Turn Adjustment					WBR	.26*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.87**

193 . University Dr. at MacArthur Bl. NB

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1294	.25*	1287	.25*
NBR	d	1700	12	.01	34	.02
SBL	2	3400	408	.12*	1266	.37*
SBT	2	3400	1085	.32	1076	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	5	.00	4	.00
WBT	0	0	0		0	
WBR	1	1700	516	.30	433	.25
Right Turn Adjustment			WBR	.21*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.67**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1494	.29*	1415	.28*
NBR	d	1700	12	.01	38	.02
SBL	2	3400	448	.13*	1512	.44*
SBT	2	3400	1096	.32	1265	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	4	.00	5	.00
WBT	0	0	0		0	
WBR	1	1700	526	.31	445	.26
Right Turn Adjustment			WBR	.21*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.77**

194 . University Dr. at MacArthur Bl. SB

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1052	.21*	1109	.23*
NBR	0	0	15		42	
SBL	2	3400	384	.11*	398	.12*
SBT	3	5100	689	.14	690	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	7	.00	10	.01*
WBT	0	0	0		0	
WBR	1	1700	53	.03	111	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.41**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1160	.23*	1209	.24*
NBR	0	0	12		39	
SBL	2	3400	380	.11*	441	.13*
SBT	3	5100	685	.13	839	.16
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	8	.00	11	.01*
WBT	0	0	0		0	
WBR	1	1700	75	.04	131	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.43**

202 . Bridge Rd. at Harvard Av.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	27	.02*	233	.14*
NBT	1	1700	3	.00	6	.00
NBR	1	1700	23	.01	100	.06
SBL	0	0	11		3	
SBT	1	1700	3	.01*	1	.00*
SBR	d	1700	29	.02	16	.01
EBL	1	1700	12	.01	28	.02
EBT	2	3400	376	.15*	557	.20*
EBR	0	0	129		121	
WBL	1	1700	58	.03*	68	.04*
WBT	2	3400	304	.09	482	.15
WBR	0	0	5		16	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.43**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	39	.02*	312	.18*
NBT	1	1700	2	.00	3	.00
NBR	1	1700	19	.01	45	.03
SBL	0	0	7		1	
SBT	1	1700	2	.01*	1	.00*
SBR	d	1700	31	.02	19	.01
EBL	1	1700	15	.01	37	.02*
EBT	2	3400	464	.18*	643	.23
EBR	0	0	153		150	
WBL	1	1700	36	.02*	39	.02
WBT	2	3400	340	.10	769	.23*
WBR	0	0	3		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.28**		**.48**

203 . Bridge Rd. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	26	.02*	152	.09*
NBT	2	3400	65	.02	234	.07
NBR	1	1700	104	.06	294	.17
SBL	1	1700	161	.09	45	.03
SBT	2	3400	264	.10*	62	.04*
SBR	0	0	59		103	.06
EBL	1	1700	104	.06	124	.07
EBT	2	3400	1025	.35*	843	.27*
EBR	0	0	169		60	
WBL	1	1700	227	.13*	197	.12*
WBT	2	3400	585	.17	773	.23
WBR	d	1700	41	.02	94	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.57**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	33	.02	174	.10*
NBT	2	3400	87	.03*	241	.07
NBR	1	1700	131	.08	327	.19
SBL	1	1700	173	.10*	42	.02
SBT	2	3400	261	.10	57	.03*
SBR	0	0	64		99	.06
EBL	1	1700	128	.08	123	.07
EBT	2	3400	1196	.41*	902	.28*
EBR	0	0	182		62	
WBL	1	1700	217	.13*	219	.13*
WBT	2	3400	613	.18	905	.27
WBR	d	1700	45	.03	98	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.59**

208 . Bison Av. at SR-73 NB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	11	.01	4	.00
NBT	2	3400	794	.23*	365	.11
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	105	.03	654	.19*
SBR	1	1700	140	.08	506	.30
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		187		158	.05*
WBT	0	5100	0	.09*	0	
WBR	1.5		263		42	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.36**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	8	.00	4	.00
NBT	2	3400	883	.26*	392	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	114	.03	811	.24*
SBR	1	1700	152	.09	662	.39
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		176	.10*	172	.05*
WBT	0	5100	0		0	
WBR	1.5		357	.11	58	
Right Turn Adjustment				WBR .01*	SBR	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.45**

209 . Bison Av. at SR-73 SB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	170	.05*	166	.05*
NBR	1	1700	89	.05	105	.06
SBL	2	3400	61	.02*	329	.10*
SBT	2	3400	219	.06	458	.13
SBR	0	0	0		0	
EBL	2	3400	640	.19*	194	.06*
EBT	0	0	0		0	
EBR	f		21		18	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.31** **.26**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	223	.07*	184	.05
NBR	1	1700	92	.05	98	.06
SBL	2	3400	68	.02*	403	.12
SBT	2	3400	234	.07	562	.17*
SBR	0	0	0		0	
EBL	2	3400	667	.20*	197	.06*
EBT	0	0	0		0	
EBR	f		16		15	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.34** **.28**

210 . Berkeley Av. at Harvard Av.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	108	.06*	173	.10*
NBT	0	0	0		0	
NBR	1	1700	113	.07	366	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	270	.11*	669	.24*
EBR	0	0	109		130	
WBL	1	1700	254	.15*	152	.09*
WBT	2	3400	356	.10	450	.13
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.53**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	134	.08*	255	.15*
NBT	0	0	0		0	
NBR	1	1700	146	.09	464	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	303	.13*	581	.22*
EBR	0	0	148		159	
WBL	1	1700	342	.20*	203	.12*
WBT	2	3400	378	.11	498	.15
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.57**

211 . Berkeley Av. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	54	.03*	210	.12*
NBT	2	3400	124	.04	402	.12
NBR	d	1700	225	.13	387	.23
SBL	1	1700	32	.02	53	.03
SBT	2	3400	364	.11*	161	.05*
SBR	d	1700	24	.01	47	.03
EBL	1	1700	21	.01	76	.04
EBT	2	3400	425	.13*	986	.29*
EBR	d	1700	176	.10	239	.14
WBL	1	1700	326	.19*	248	.15*
WBT	2	3400	769	.23	734	.22
WBR	d	1700	41	.02	68	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.66**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	86	.05*	319	.19*
NBT	2	3400	181	.05	592	.17
NBR	d	1700	274	.16	469	.28
SBL	1	1700	30	.02	63	.04
SBT	2	3400	470	.14*	229	.07*
SBR	d	1700	30	.02	68	.04
EBL	1	1700	30	.02	97	.06
EBT	2	3400	519	.15*	1040	.31*
EBR	d	1700	291	.17	302	.18
WBL	1	1700	356	.21*	276	.16*
WBT	2	3400	813	.24	848	.25
WBR	d	1700	41	.02	77	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.78**

215 . California Av. at Harvard Av.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	183	.11*	280	.16*
NBT	1	1700	6	.00	2	.00
NBR	1	1700	244	.14	498	.29
SBL	0	0	5		7	
SBT	1	1700	3	.01*	2	.01*
SBR	0	0	2		1	
EBL	1	1700	1	.00	6	.00
EBT	2	3400	161	.09*	539	.25*
EBR	0	0	251	.15	306	
WBL	1	1700	176	.10*	317	.19*
WBT	2	3400	395	.12	302	.09
WBR	0	0	3		2	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.66**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	208	.12*	352	.21*
NBT	1	1700	6	.00	3	.00
NBR	1	1700	361	.21	745	.44
SBL	0	0	5		6	
SBT	1	1700	4	.01*	2	.01*
SBR	0	0	1		1	
EBL	1	1700	1	.00	5	.00
EBT	2	3400	164	.10*	540	.25*
EBR	0	0	308	.18	315	
WBL	1	1700	328	.19*	444	.26*
WBT	2	3400	470	.14	345	.10
WBR	0	0	3		2	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.80**

216 . California Av. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	136	.08*	386	.23*
NBT	2	3400	120	.04	436	.20
NBR	0	0	27		258	
SBL	1	1700	90	.05	142	.08
SBT	1	1700	277	.16*	191	.11*
SBR	1	1700	133	.08	167	.10
EBL	1	1700	105	.06*	261	.15*
EBT	2	3400	223	.07	607	.18
EBR	d	1700	237	.14	422	.25
WBL	1	1700	176	.10	125	.07
WBT	2	3400	651	.19*	475	.14*
WBR	d	1700	185	.11	51	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.68**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	176	.10*	544	.32*
NBT	2	3400	178	.06	708	.30
NBR	0	0	27		317	
SBL	1	1700	97	.06	146	.09
SBT	1	1700	470	.28*	276	.16*
SBR	1	1700	183	.11	198	.12
EBL	1	1700	149	.09*	328	.19*
EBT	2	3400	216	.06	577	.17
EBR	d	1700	363	.21	564	.33
WBL	1	1700	206	.12	147	.09
WBT	2	3400	621	.18*	456	.13*
WBR	d	1700	203	.12	57	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.85**

232 . Culver Dr. at I-405 NB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1264	.25	2463	.48*
NBR	f		1060		395	
SBL	0	0	0		0	
SBT	3	5100	1563	.31*	1497	.29
SBR	f		1050		466	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		357	.11*	427	
WBT	0	5100	0		0	.16*
WBR	1.5		196	{.07}	403	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.69**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1286	.25	2562	.50*
NBR	f		1100		427	
SBL	0	0	0		0	
SBT	3	5100	1681	.33*	1523	.30
SBR	f		1050		467	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		419	.12*	448	
WBT	0	5100	0		0	.16*
WBR	1.5		184	.11	384	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.71**

233 . Culver Dr. at I-405 SB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1587	.31	1733	.34*
NBR	f		310		680	
SBL	0	0	0		0	
SBT	3	5100	1655	.32*	1482	.29
SBR	f		360		430	
EBL	1.5		573	{.18}*	1137	.33*
EBT	0	5100	0	.18	0	
EBR	1.5		355		548	.32
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.72**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1657	.32	1889	.37*
NBR	f		320		720	
SBL	0	0	0		0	
SBT	3	5100	1845	.36*	1517	.30
SBR	f		360		440	
EBL	1.5		553	{.19}*	1131	.33*
EBT	0	5100	0	.19	0	
EBR	1.5		395		573	{.28}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.75**

234 . Culver Dr. at Michelson Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	283	.08*	292	.09
NBT	3	5100	827	.16	2003	.39*
NBR	d	1700	19	.01	33	.02
SBL	2	3400	361	.11	633	.19*
SBT	3	5100	1314	.26*	1372	.27
SBR	1	1700	568	.33	396	.23
EBL	2	3400	325	.10	811	.24
EBT	1	1700	290	.17*	480	.28*
EBR	1	1700	179	.11	268	.16
WBL	1	1700	136	.08*	182	.11*
WBT	2	3400	259	.08	249	.07
WBR	1	1700	348	.20	318	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**1.02**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	311	.09*	346	.10
NBT	3	5100	922	.18	2241	.44*
NBR	d	1700	21	.01	39	.02
SBL	2	3400	376	.11	621	.18*
SBT	3	5100	1520	.30*	1460	.29
SBR	1	1700	589	.35	393	.23
EBL	2	3400	320	.09	801	.24
EBT	1	1700	283	.17*	497	.29*
EBR	1	1700	194	.11	301	.18
WBL	1	1700	146	.09*	202	.12*
WBT	2	3400	250	.07	257	.08
WBR	1	1700	339	.20	310	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**1.08**

235 . Culver Dr. at University Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	63	.02	82	.02
NBT	3	5100	897	.18*	1620	.32*
NBR	2	3400	882	.26	1223	.36
SBL	2	3400	75	.02*	79	.02*
SBT	3	5100	880	.17	1264	.25
SBR	d	1700	326	.19	90	.05
EBL	2	3400	63	.02	329	.10
EBT	3	5100	764	.15*	1668	.33*
EBR	d	1700	63	.04	60	.04
WBL	2	3400	807	.24*	886	.26*
WBT	3	5100	1451	.29	1008	.21
WBR	0	0	40		71	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .64 .98

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	67	.02*	86	.03
NBT	3	5100	1028	.20	1878	.37*
NBR	2	3400	903	.27	1293	.38
SBL	2	3400	76	.02	81	.02*
SBT	3	5100	1081	.21*	1404	.28
SBR	d	1700	351	.21	92	.05
EBL	2	3400	71	.02	375	.11
EBT	3	5100	770	.15*	1736	.34*
EBR	d	1700	76	.04	67	.04
WBL	2	3400	903	.27*	939	.28*
WBT	3	5100	1422	.29	982	.21
WBR	0	0	42		77	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .70 1.06

236 . Culver Dr. at Harvard Av.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	84	.05*	49	.03*
NBT	3	5100	1713	.34	1511	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1330	.38*	1532	.44*
SBR	0	0	607		691	
EBL	2	3400	372	.11*	949	.28*
EBT	0	0	0		0	
EBR	1	1700	63	.04	148	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .80

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	77	.05*	49	.03*
NBT	3	5100	1772	.35	1579	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1331	.39*	1564	.46*
SBR	0	0	885	.52	861	.51
EBL	2	3400	503	.15*	1211	.36*
EBT	0	0	0		0	
EBR	1	1700	52	.03	146	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .90

237 . Culver Dr. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	228	.07	92	.03
NBT	2	3400	933	.30*	886	.29*
NBR	0	0	78		112	
SBL	2	3400	351	.10*	371	.11*
SBT	2	3400	663	.20	890	.26
SBR	1	1700	117	.07	229	.13
EBL	2	3400	160	.05*	300	.09
EBT	2	3400	211	.07	353	.14*
EBR	0	0	22		116	
WBL	1	1700	146	.09	92	.05*
WBT	2	3400	415	.12*	192	.06
WBR	1	1700	587	.35	225	.13
Right Turn Adjustment			WBR	.15*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.64**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	228	.07	101	.03
NBT	2	3400	948	.30*	934	.31*
NBR	0	0	79		114	
SBL	2	3400	350	.10*	361	.11*
SBT	2	3400	663	.20	920	.27
SBR	1	1700	115	.07	239	.14
EBL	2	3400	160	.05*	312	.09
EBT	2	3400	211	.07	354	.14*
EBR	0	0	22		124	
WBL	1	1700	146	.09	87	.05*
WBT	2	3400	407	.12*	185	.05
WBR	1	1700	583	.34	208	.12
Right Turn Adjustment			WBR	.14*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.66**

238 . Culver Dr. at Bonita Cyn. Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	511	.15*	210	.06*
NBT	2	3400	1139	.34	987	.29
NBR	1	1700	139	.08	308	.18
SBL	1	1700	18	.01	47	.03
SBT	2	3400	815	.24*	1035	.30*
SBR	1	1700	67	.04	35	.02
EBL	1	1700	37	.02*	81	.05
EBT	1	1700	43	.03	225	.13*
EBR	2	3400	207	.06	537	.16
WBL	2	3400	248	.07	217	.06*
WBT	1	1700	182	.11*	65	.04
WBR	1	1700	44	.03	33	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.60**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	239	.07*
NBT	2	3400	1160	.34	1037	.31
NBR	1	1700	137	.08	296	.17
SBL	1	1700	15	.01	39	.02
SBT	2	3400	823	.24*	1072	.32*
SBR	1	1700	66	.04	32	.02
EBL	1	1700	43	.03*	93	.05
EBT	1	1700	48	.03	246	.14*
EBR	2	3400	293	.09	734	.22
WBL	2	3400	254	.07	234	.07*
WBT	1	1700	185	.11*	59	.03
WBR	1	1700	37	.02	30	.02
Right Turn Adjustment					EBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.68**

239 . Bonita Cyn. Dr. at Newport Coast Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	760	.22	1093	.32
NBR	d	1700	61	.04	116	.07
SBL	2	3400	169	.05	556	.16
SBT	1	1700	941	.55*	982	.58*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	409	.24*	128	.08*
WBT	0	0	0		0	
WBR	1	1700	1210	.71	273	.16
Right Turn Adjustment			WBR	.22*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.06** **.71**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	828	.24	1191	.35
NBR	d	1700	53	.03	80	.05
SBL	2	3400	177	.05	583	.17
SBT	1	1700	1040	.61*	1150	.68*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	370	.22*	91	.05*
WBT	0	0	0		0	
WBR	1	1700	1292	.76	275	.16
Right Turn Adjustment			WBR	.26*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.14** **.78**

240 . Bonita Cyn. Dr. at SR-73 NB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	743	.22*	1423	.42*
NBR	1	1700	32	.02	6	.00
SBL	1	1700	381	.22*	154	.09*
SBT	2	3400	1274	.37	1148	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	472	.14*	82	.02*
WBT	0	0	0		0	
WBR	1	1700	187	.11	157	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.58**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	798	.23*	1474	.43*
NBR	1	1700	32	.02	6	.00
SBL	1	1700	381	.22*	164	.10*
SBT	2	3400	1330	.39	1256	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	476	.14*	74	.02*
WBT	0	0	0		0	
WBR	1	1700	193	.11	156	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.60**

241 . Bonita Cyn. Dr. at SR-73 SB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	606	.18	901	.26*
NBR	1	1700	135	.08	458	.27
SBL	2	3400	80	.02	202	.06*
SBT	3	5100	1577	.31*	1079	.21
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	40	.01*	71	.02*
WBT	0	0	0		0	
WBR	1	1700	192	.11	299	.18
Right Turn Adjustment					WBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.50**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	634	.19	945	.28*
NBR	1	1700	123	.07	460	.27
SBL	2	3400	87	.03	200	.06*
SBT	3	5100	1620	.32*	1179	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	36	.01*	71	.02*
WBT	0	0	0		0	
WBR	1	1700	209	.12	285	.17
Right Turn Adjustment			WBR	.01*	WBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.51**

280 . Newport Coast Dr. at SR-73 NB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1363	.40*	581	.17
NBR	f		500		298	
SBL	0	0	0		0	
SBT	2	3400	300	.09	720	.21*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		160		134	
WBT	0	3400	0	.09*	0	.05*
WBR	0.5		157		36	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.31**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1377	.41*	531	.16
NBR	f		510		329	
SBL	0	0	0		0	
SBT	2	3400	302	.09	730	.21*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		158	.09*	145	
WBT	0	3400	0		0	.05*
WBR	0.5		173	.10	35	
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.31**

9. MacArthur Bl & Campus Dr

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	151	.094	317	.198*
NBT	4	6400	1661	.260*	1456	.228
NBR	1	1600	118	.074	77	.048
SBL	1	1600	222	.139*	151	.094
SBT	4	6400	927	.145	1483	.232*
SBR	1	1600	541	.338	909	.568
EBL	2	3200	775	.242*	527	.165*
EBT	3	4800	985	.205	703	.146
EBR	d	1600	199	.124	159	.099
WBL	2	3200	39	.012	158	.049
WBT	3	4800	632	.132*	1466	.305*
WBR	f		59		186	
Right Turn Adjustment			SBR	.033*	SBR	.336*

TOTAL CAPACITY UTILIZATION **.806** **1.236**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	151	.094	319	.199*
NBT	4	6400	1659	.259*	1552	.243
NBR	1	1600	120	.075	81	.051
SBL	1	1600	242	.151*	151	.094
SBT	4	6400	992	.155	1517	.237*
SBR	1	1600	557	.348	902	.564
EBL	2	3200	771	.241*	532	.166*
EBT	3	4800	989	.206	699	.146
EBR	d	1600	199	.124	160	.100
WBL	2	3200	38	.012	164	.051
WBT	3	4800	633	.132*	1479	.308*
WBR	f		59		197	
Right Turn Adjustment			SBR	.032*	SBR	.327*

TOTAL CAPACITY UTILIZATION **.815** **1.237**

10. MacArthur Bl & Birch St

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	54	.034	199	.124*
NBT	3	4800	1343	.280*	959	.200
NBR	1	1600	132	.083	56	.035
SBL	1	1600	146	.091*	115	.072
SBT	4	6400	778	.157	1264	.259*
SBR	0	0	228		391	
EBL	1.5		714		457	
EBT	1.5	4800	642	.296*	479	.211*
EBR	0		64		77	
WBL	1	1600	49	.031	146	.091
WBT	2	3200	307	.096*	1008	.315*
WBR	f		15		321	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.763** **.909**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	181	.113*
NBT	3	4800	1341	.279*	1060	.221
NBR	1	1600	142	.089	60	.038
SBL	1	1600	184	.115*	131	.082
SBT	4	6400	820	.164	1278	.261*
SBR	0	0	230		390	
EBL	1.5		709		463	
EBT	1.5	4800	674	.301*	479	.211*
EBR	0		60		70	
WBL	1	1600	50	.031	149	.093
WBT	2	3200	310	.097*	1017	.318*
WBR	f		21		364	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.792** **.903**

11. Von Karman Av & Campus Dr

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	23	.014*
NBT	2	3200	919	.287*	544	.170
NBR	f		20		21	
SBL	1	1600	24	.015*	152	.095
SBT	2	3200	562	.200	1133	.437*
SBR	0	0	77		266	
EBL	1	1600	369	.231*	228	.143*
EBT	2	3200	694	.217	1019	.318
EBR	f		55		72	
WBL	1	1600	62	.039	36	.023
WBT	2	3200	452	.169*	1006	.355*
WBR	0	0	89		129	

TOTAL CAPACITY UTILIZATION .702 .949

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	19	.012	21	.013*
NBT	2	3200	951	.297*	577	.180
NBR	f		29		21	
SBL	1	1600	43	.027*	160	.100
SBT	2	3200	584	.212	1139	.441*
SBR	0	0	94		271	
EBL	1	1600	374	.234*	241	.151*
EBT	2	3200	748	.234	1019	.318
EBR	f		48		70	
WBL	1	1600	58	.036	40	.025
WBT	2	3200	478	.182*	1049	.372*
WBR	0	0	105		141	

TOTAL CAPACITY UTILIZATION .740 .977

12. MacArthur Bl & Von Karman Av

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	134	.084	46	.029*
NBT	3	4800	1458	.304*	900	.188
NBR	1	1600	568	.355	172	.108
SBL	1	1600	57	.036*	111	.069
SBT	3	4800	645	.134	1268	.264*
SBR	1	1600	192	.120	112	.070
EBL	1	1600	43	.027*	138	.086
EBT	2	3200	175	.055	276	.086*
EBR	f		61		97	
WBL	2	3200	164	.051	841	.263*
WBT	1	1600	183	.114*	211	.132
WBR	f		39		108	
Right Turn Adjustment			NBR	.051*		

TOTAL CAPACITY UTILIZATION .532 .642

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	50	.031*
NBT	3	4800	1460	.304*	983	.205
NBR	1	1600	580	.363	186	.116
SBL	1	1600	61	.038*	111	.069
SBT	3	4800	679	.141	1280	.267*
SBR	1	1600	191	.119	109	.068
EBL	1	1600	40	.025*	140	.088
EBT	2	3200	169	.053	271	.085*
EBR	f		61		99	
WBL	2	3200	171	.053	861	.269*
WBT	1	1600	179	.112*	209	.131
WBR	f		40		111	
Right Turn Adjustment			NBR	.059*		

TOTAL CAPACITY UTILIZATION .538 .652

13. Jamboree Rd & Campus Dr

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	88	.028	156	.049*
NBT	4	6400	1989	.356*	1880	.392
NBR	0	0	287		735	.459
SBL	2	3200	651	.203*	468	.146
SBT	3	4800	1633	.413	2615	.594*
SBR	0	0	348		237	
EBL	2	3200	252	.079*	594	.186*
EBT	2	3200	213	.067	838	.262
EBR	f		28		28	
WBL	2	3200	798	.249	357	.112
WBT	2	3200	824	.258*	606	.189*
WBR	1	1600	169	.106	505	.316
Right Turn Adjustment					WBR	.127*
TOTAL CAPACITY UTILIZATION				**.896**		**1.145**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	102	.032	162	.051*
NBT	4	6400	2038	.370*	1968	.410
NBR	0	0	329		721	.451
SBL	2	3200	711	.222*	471	.147
SBT	3	4800	1717	.433	2664	.610*
SBR	0	0	362		265	
EBL	2	3200	260	.081*	611	.191*
EBT	2	3200	291	.091	849	.265
EBR	f		30		30	
WBL	2	3200	803	.251	356	.111
WBT	2	3200	846	.264*	653	.204*
WBR	1	1600	171	.107	530	.331
Right Turn Adjustment					WBR	.127*
TOTAL CAPACITY UTILIZATION				**.937**		**1.183**

14. Jamboree Rd & Birch St

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	384	.240*	92	.058*
NBT	3	4800	1945	.422	1862	.394
NBR	0	0	80		30	
SBL	1	1600	11	.007	90	.056
SBT	3	4800	1883	.392*	2032	.423*
SBR	f		846		398	
EBL	1.5		274		708	
EBT	0.5	3200	89	.113*	30	.231*
EBR	f		0		368	
WBL	0	0	80		60	
WBT	1	1600	70	.201*	80	.094*
WBR	0	0	171		10	
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.946**		**.806**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	430	.269*	148	.093*
NBT	3	4800	2022	.438	1971	.417
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056
SBT	3	4800	2047	.426*	2069	.431*
SBR	f		799		433	
EBL	1.5		277		684	
EBT	0.5	3200	90	.115*	30	.223*
EBR	f		12		425	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**1.010**		**.841**

15. Campus Dr & Bristol St N

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.169	600	.188*
NBT	3	4800	3224	.672*	1710	.356
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	507	.079	1847	.289*
SBR	2	3200	416	.130	1286	.402
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	323	.101	487	.152
WBT	4	6400	2014	.353*	2849	.467*
WBR	0	0	245		140	
Right Turn Adjustment					SBR	.113*

TOTAL CAPACITY UTILIZATION **1.025** **1.057**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.169	600	.188*
NBT	3	4800	3208	.668*	1695	.353
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6400	515	.080	1839	.287*
SBR	2	3200	405	.127	1263	.395
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	320	.100	562	.176
WBT	4	6400	2024	.356*	2892	.474*
WBR	0	0	252		140	
Right Turn Adjustment					SBR	.108*

TOTAL CAPACITY UTILIZATION **1.024** **1.057**

16. Birch St & Bristol St N

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	111	.035	189	.059*
NBT	2	3200	1219	.381*	611	.191
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	276	.106	818	.360*
SBR	2.5		405		1486	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		461	.288	536	
WBT	3.5	8000	1734	.361*	1631	.292*
WBR	0		826	.516	169	
Right Turn Adjustment			WBR	.155*		

TOTAL CAPACITY UTILIZATION **.897** **.711**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	109	.034	180	.056*
NBT	2	3200	1228	.384*	599	.187
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	6400	264	.104	840	.363*
SBR	2.5		399		1481	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		479	.299	521	
WBT	3.5	8000	1759	.366*	1763	.306*
WBR	0		818	.511	162	
Right Turn Adjustment			WBR	.145*		

TOTAL CAPACITY UTILIZATION **.895** **.725**

17. Campus Dr & Bristol St S

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2375	.361*	1771	.276*
NBR	0	0	514		433	
SBL	1	1600	110	.069*	310	.194*
SBT	3	4800	740	.154	2003	.417
SBR	0	0	0		0	
EBL	1.5		1381	{.449}*	559	{.303}*
EBT	2.5	6400	1494	.449	1382	.303
EBR	2	3200	674	.211	631	.197
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .879 .773

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2368	.362*	1770	.276*
NBR	0	0	524		440	
SBL	1	1600	110	.069*	310	.194*
SBT	3	4800	746	.155	2070	.431
SBR	0	0	0		0	
EBL	1.5		1370	{.463}*	544	{.302}*
EBT	2.5	6400	1594	.463	1388	.302
EBR	2	3200	668	.209	628	.196
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .894 .772

18. Birch St & Bristol St S

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2.5	6400	479	.130*	341	.096
NBR	1.5		354		275	
SBL	2	3200	280	.088*	444	.139
SBT	2	3200	437	.137	911	.285*
SBR	0	0	0		0	
EBL	1.5		863	{.271}*	389	
EBT	3.5	8000	1092	.271	1460	.248*
EBR	0		212		135	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .489 .533

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2.5	6400	502	.138*	328	.094
NBR	1.5		378		271	
SBL	2	3200	279	.087*	444	.139
SBT	2	3200	444	.139	917	.287*
SBR	0	0	0		0	
EBL	1.5		846	{.285}*	381	
EBT	3.5	8000	1222	.285	1486	.250*
EBR	0		209		132	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .510 .537

29. MacArthur Bl & Jamboree Rd

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	188	.059	279	.087*
NBT	3	4800	1790	.373*	851	.177
NBR	1	1600	592	.370	620	.388
SBL	2	3200	111	.035*	231	.072
SBT	3	4800	551	.115	1489	.310*
SBR	f		109		539	
EBL	2	3200	657	.205	233	.073
EBT	3	4800	1735	.361*	1476	.308*
EBR	f		158		61	
WBL	2	3200	426	.133*	906	.283*
WBT	3	4800	1132	.236	1519	.316
WBR	f		153		164	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .902 .988

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	211	.066	299	.093*
NBT	3	4800	1898	.395*	880	.183
NBR	1	1600	602	.376	621	.388
SBL	2	3200	135	.042*	267	.083
SBT	3	4800	572	.119	1611	.336*
SBR	f		134		562	
EBL	2	3200	672	.210	236	.074
EBT	3	4800	1767	.368*	1492	.311*
EBR	f		160		71	
WBL	2	3200	418	.131*	927	.290*
WBT	3	4800	1120	.233	1589	.331
WBR	f		173		184	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .936 1.030

30. Jamboree Rd & Bristol St N

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1128	.353	818	.256*
NBT	3	4800	3150	.656*	2590	.540
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2.5	6400	700	.219	1390	.371*
SBR	1.5		752	.235	982	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .656 .627

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1137	.355	915	.286*
NBT	3	4800	3280	.683*	2650	.552
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2.5	6400	730	.228	1480	.391*
SBR	1.5		743	.232	1025	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .683 .677

32. Jamboree Rd & Bristol St S

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2107	.272*	2300	.301*
NBR	0	0	66		111	
SBL	0	0	0		0	
SBT	4	6400	692	.108	1470	.230
SBR	0	0	0		0	
EBL	1.5		2053	.642*	1156	{.555}*
EBT	1.5	4800	544	.340	1507	.555
EBR	2	3200	968	.303	987	.308
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .914 .856

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2082	.268*	2409	.315*
NBR	0	0	61		113	
SBL	0	0	0		0	
SBT	4	6400	702	.110	1498	.234
SBR	0	0	0		0	
EBL	1.5		2158	.674*	1192	{.562}*
EBT	1.5	4800	579	.362	1504	.562
EBR	2	3200	1028	.321	995	.311
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .942 .877

33. Jamboree Rd & Bayview Wy

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.088	60	.038
NBT	4	6400	1989	.323*	2160	.348*
NBR	0	0	80		70	
SBL	1	1600	110	.069*	150	.094*
SBT	4	6400	1394	.218	2225	.348
SBR	1	1600	190	.119	80	.050
EBL	2	3200	40	.013*	90	.028*
EBT	1	1600	10	.006	10	.006
EBR	1	1600	40	.025	170	.106
WBL	1	1600	9	.006	42	.026
WBT	1	1600	10	.006*	10	.006*
WBR	1	1600	60	.038	138	.086
Right Turn Adjustment			Multi	.044*	Multi	.178*

TOTAL CAPACITY UTILIZATION .455 .654

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.088	60	.038
NBT	4	6400	1960	.319*	2280	.367*
NBR	0	0	80		70	
SBL	1	1600	110	.069*	150	.094*
SBT	4	6400	1458	.228	2266	.354
SBR	1	1600	190	.119	80	.050
EBL	2	3200	40	.013*	90	.028*
EBT	1	1600	10	.006	10	.006
EBR	1	1600	40	.025	170	.106
WBL	1	1600	10	.006	40	.025
WBT	1	1600	10	.006*	10	.006*
WBR	1	1600	60	.038	140	.088
Right Turn Adjustment			Multi	.044*	Multi	.179*

TOTAL CAPACITY UTILIZATION .451 .674

34. Jamboree Rd & University Dr/Eastbluff

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	63	.039	58	.036
NBT	3	4800	1613	.336*	1917	.399*
NBR	1	1600	236	.148	367	.229
SBL	2	3200	108	.034*	150	.047*
SBT	3	4800	1085	.226	1910	.398
SBR	1	1600	263	.164	385	.241
EBL	1.5		513		190	
EBT	0.5	3200	117	.197*	112	.094*
EBR	1	1600	12	.008	13	.008
WBL	1.5		352	.110*	338	.106*
WBT	1.5	4800	114	.071	106	.066
WBR	f		164		173	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .677 .646

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	58	.036	47	.029
NBT	3	4800	1604	.334*	1969	.410*
NBR	1	1600	237	.148	355	.222
SBL	2	3200	135	.042*	199	.062*
SBT	3	4800	1084	.226	1907	.397
SBR	1	1600	273	.171	388	.243
EBL	1.5		512		198	
EBT	0.5	3200	119	.197*	105	.095*
EBR	1	1600	9	.006	9	.006
WBL	1.5		336	.105*	345	.108*
WBT	1.5	4800	109	.068	114	.071
WBR	f		174		233	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .678 .675

35. Jamboree Rd & Bison Av

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1601	.334*	1909	.398*
NBR	d	1600	322	.201	247	.154
SBL	2	3200	89	.028*	157	.049*
SBT	3	4800	1304	.272	1807	.376
SBR	1	1600	51	.032	99	.062
EBL	1	1600	109	.068*	40	.025*
EBT	0	0	0		0	
EBR	1	1600	80	.050	20	.013
WBL	2	3200	267	.083*	456	.143*
WBT	0	0	0		0	
WBR	2	3200	223	.070	200	.063

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .513 .615

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1591	.331*	1906	.397*
NBR	d	1600	366	.229	255	.159
SBL	2	3200	91	.028*	156	.049*
SBT	3	4800	1278	.266	1817	.379
SBR	1	1600	50	.031	88	.055
EBL	1	1600	109	.068*	40	.025*
EBT	0	0	2		1	
EBR	1	1600	80	.050	19	.012
WBL	2	3200	287	.090*	510	.159*
WBT	0	0	1		0	
WBR	2	3200	217	.068	198	.062

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .517 .630

36. Jamboree Rd & Eastbluff/Ford Rd

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.113*	390	.122*
NBT	3	4800	1780	.417	2080	.523
NBR	0	0	220		430	
SBL	1	1600	60	.038	60	.038
SBT	3	4800	1680	.350*	2310	.481*
SBR	1	1600	50	.031	100	.063
EBL	1	1600	160	.100	50	.031
EBT	1	1600	210	.131*	130	.081*
EBR	f		420		380	
WBL	1.5		480		260	
WBT	1.5	4800	520	.208*	150	.085*
WBR	1	1600	90	.056	20	.013

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .802 .769

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	360	.113*	390	.122*
NBT	3	4800	1780	.417	2080	.523
NBR	0	0	220		430	
SBL	1	1600	60	.038	60	.038
SBT	3	4800	1680	.350*	2310	.481*
SBR	1	1600	50	.031	100	.063
EBL	1	1600	160	.100	50	.031
EBT	1	1600	210	.131*	130	.081*
EBR	f		420		380	
WBL	1.5		480		260	
WBT	1.5	4800	520	.208*	150	.085*
WBR	1	1600	90	.056	20	.013

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .802 .769

46. SR-73 NB Ramps & Bison Av

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		181	{.109}*	231	.072*
NBT	0	4800	0	.109	0	
NBR	1.5		340		100	.063
SBL	0	0	0		0	
SBT	0	0	5		0	
SBR	0	0	0		0	
EBL	1	1600	20	.013	10	.006*
EBT	2	3200	1310	.409*	720	.225
EBR	0	0	0		0	
WBL	0	0	7	{.004}*	0	
WBT	2	3200	130	.043	730	.228*
WBR	1	1600	184	.115	834	.521
Right Turn Adjustment					WBR	.293*

TOTAL CAPACITY UTILIZATION .522 .599

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		178	{.111}*	231	.072*
NBT	0	4800	22	.108	9	
NBR	1.5		340		100	.063
SBL	0	0	0		0	
SBT	0	0	14		59	
SBR	0	0	2		39	
EBL	1	1600	20	.013	10	.006*
EBT	2	3200	1310	.409*	720	.225
EBR	0	0	0		0	
WBL	0	0	0		1	
WBT	2	3200	130	.041	730	.228*
WBR	1	1600	278	.174	850	.531
Right Turn Adjustment					WBR	.303*

TOTAL CAPACITY UTILIZATION .520 .609

47. SR-73 SB Ramps & Bison Av

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	984	.308*	317	.099*
SBT	0	0	0		0	
SBR	f		10		10	
EBL	0	0	0		0	
EBT	2	3200	310	.097*	320	.100*
EBR	1	1600	74	.046	101	.063
WBL	2	3200	50	.016*	340	.106*
WBT	2	3200	280	.088	610	.191
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.421** **.305**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	14		9	
NBR	0	0	0		0	
SBL	2	3200	991	.310*	391	.122*
SBT	0	0	11		26	
SBR	f		10		10	
EBL	0	0	16		3	
EBT	2	3200	310	.102*	320	.101*
EBR	1	1600	69	.043	98	.061
WBL	2	3200	50	.016*	340	.106*
WBT	2	3200	280	.088	610	.191
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.428** **.329**

48. MacArthur Bl & Bison Av

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	391	.122	257	.080*
NBT	4	6400	3709	.580*	1719	.269
NBR	f		169		125	
SBL	2	3200	60	.019*	44	.014
SBT	4	6400	2707	.423	3088	.483*
SBR	1	1600	390	.244	468	.293
EBL	2	3200	328	.103*	329	.103*
EBT	2	3200	214	.067	192	.060
EBR	f		211		102	
WBL	2	3200	153	.048	165	.052
WBT	2	3200	244	.076*	367	.115*
WBR	1	1600	8	.005	40	.025

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.778** **.781**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122	261	.082*
NBT	4	6400	3716	.581*	1710	.267
NBR	f		216		142	
SBL	2	3200	60	.019*	22	.007
SBT	4	6400	2707	.423	3103	.485*
SBR	1	1600	389	.243	479	.299
EBL	2	3200	332	.104*	333	.104*
EBT	2	3200	280	.088	216	.068
EBR	f		210		100	
WBL	2	3200	167	.052	239	.075
WBT	2	3200	271	.085*	426	.133*
WBR	1	1600	10	.006	56	.035

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.789** **.804**

49. MacArthur Bl & Ford Rd/Bonita Cyn Dr

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044*	80	.025
NBT	4	6400	2101	.328	2457	.384*
NBR	f		130		550	
SBL	2	3200	389	.122	1032	.323*
SBT	4	6400	2994	.468*	2440	.381
SBR	f		11		67	
EBL	2	3200	39	.012*	11	.003
EBT	2	3200	366	.114	628	.196*
EBR	1	1600	91	.057	110	.069
WBL	2	3200	397	.124	273	.085*
WBT	2	3200	857	.268*	348	.109
WBR	f		1644		723	

TOTAL CAPACITY UTILIZATION **.792** **.988**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044*	80	.025
NBT	4	6400	2148	.336	2460	.384*
NBR	f		130		550	
SBL	2	3200	390	.122	1056	.330*
SBT	4	6400	3004	.469*	2484	.388
SBR	f		10		70	
EBL	2	3200	40	.013*	10	.003
EBT	2	3200	383	.120	629	.197*
EBR	1	1600	90	.056	110	.069
WBL	2	3200	401	.125	270	.084*
WBT	2	3200	880	.275*	389	.122
WBR	f		1653		733	

TOTAL CAPACITY UTILIZATION **.801** **0.995**

50. MacArthur Bl & San Joaquin Hills Rd

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	68	.021	18	.006
NBT	3	4800	1561	.325*	1814	.378*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	589	.184*	909	.284*
SBT	3	4800	1794	.374	1887	.393
SBR	f		1099		439	
EBL	2	3200	218	.068*	1081	.338*
EBT	3	4800	309	.073	623	.148
EBR	0	0	41		87	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	637	.199*	329	.103*
WBR	f		1002		523	

TOTAL CAPACITY UTILIZATION **.776** **1.103**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	66	.021	21	.007
NBT	3	4800	1567	.326*	1809	.377*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	592	.185*	913	.285*
SBT	3	4800	1791	.373	1909	.398
SBR	f		1112		455	
EBL	2	3200	231	.072*	1086	.339*
EBT	3	4800	319	.075	636	.152
EBR	0	0	40		92	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	643	.201*	375	.117*
WBR	f		1028		526	

TOTAL CAPACITY UTILIZATION **.784** **1.118**

53. SR-73 NB Ramps & Bonita Cyn Dr

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122*	20	.006*
NBT	0	0	0		0	
NBR	1	1600	590	.369	200	.125
SBL	0	0	13		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	790	.247*	1220	.381*
EBR	1	1600	10	.006	10	.006
WBL	1	1600	694	.434*	417	.261*
WBT	2	3200	1270	.397	1180	.369
WBR	0	0	0		2	
Right Turn Adjustment			NBR	.255*	NBR	.119*
TOTAL CAPACITY UTILIZATION			**1.058**		**.767**	

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	390	.122*	20	.006*
NBT	0	0	13		0	
NBR	1	1600	590	.369	200	.125
SBL	0	0	13		0	
SBT	0	0	33		31	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	790	.247*	1220	.381*
EBR	1	1600	10	.006	10	.006
WBL	1	1600	698	.436*	409	.256*
WBT	2	3200	1270	.398	1180	.369
WBR	0	0	3		1	
Right Turn Adjustment			NBR	.255*	NBR	.119*
TOTAL CAPACITY UTILIZATION			**1.060**		**.762**	

54. SR-73 SB Ramps & Bonita Cyn Dr

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	180	.056*	150	.047*
NBT	0	0	0		0	
NBR	1	1600	242	.151	351	.219
SBL	0	0	1		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	520	.163	810	.253*
EBR	1	1600	160	.100	590	.369
WBL	2	3200	141	.044	230	.072*
WBT	3	4800	1520	.317*	990	.207
WBR	0	0	0		2	
Right Turn Adjustment			NBR	.096*	Multi	.288*
TOTAL CAPACITY UTILIZATION			**.469**		**.660**	

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	180	.056*	150	.047*
NBT	0	0	2		2	
NBR	1	1600	230	.144	353	.221
SBL	0	0	8		0	
SBT	0	0	0		30	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	520	.163	810	.253*
EBR	1	1600	160	.100	590	.369
WBL	2	3200	137	.043	230	.072*
WBT	3	4800	1520	.318*	990	.206
WBR	0	0	4		0	
Right Turn Adjustment			NBR	.093*	Multi	.290*
TOTAL CAPACITY UTILIZATION			**.467**		**.662**	

62. Newport Coast Dr & SR-73 NB Ramps

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	1516	.474*	1031	.322*
NBR	f		460		309	
SBL	0	0	0		0	
SBT	2	3200	598	.187	869	.272
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		442		270	
WBT	0	3200	0	.171*	0	.088*
WBR	0.5		104		10	

TOTAL CAPACITY UTILIZATION .645 .410

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	1530	.478*	981	.307*
NBR	f		470		340	
SBL	0	0	0		0	
SBT	2	3200	600	.188	879	.275
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		281	
WBT	0	3200	0	.175*	0	.091*
WBR	0.5		120		9	

TOTAL CAPACITY UTILIZATION .653 .398

64. Newport Coast Dr & San Joaquin Hills Rd

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	101	.032	131	.041*
NBT	3	4800	1638	.341*	1020	.213
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	1037	.216	1141	.238*
SBR	1	1600	282	.176	437	.273
EBL	1	1600	449	.281*	240	.150*
EBT	0	0	0		0	
EBR	2	3200	181	.057	178	.056
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.035*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .622 .464

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	109	.034	130	.041*
NBT	3	4800	1635	.341*	995	.207
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	1029	.214	1145	.239*
SBR	1	1600	287	.179	451	.282
EBL	1	1600	450	.281*	253	.158*
EBT	0	0	0		0	
EBR	2	3200	181	.057	184	.058
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.043*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .622 .481

71. Newport Coast Dr & Sage Hill

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1824	.380	1191	.248
NBR	1	1600	263	.164	69	.043
SBL	0	0	0		0	
SBT	2	3200	1267	.396*	1535	.480*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	52		43	
WBT	2	3200	0	.052*	0	.036*
WBR	0	0	115		71	

TOTAL CAPACITY UTILIZATION .448 .516

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1822	.380	1179	.246
NBR	1	1600	263	.164	69	.043
SBL	0	0	0		0	
SBT	2	3200	1264	.395*	1553	.485*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	52		43	
WBT	2	3200	0	.052*	0	.036*
WBR	0	0	115		71	

TOTAL CAPACITY UTILIZATION .447 .521

Post-2025 w/Proposed LRDP & Mitigation

175 . Carlson Av. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	147	.09*	201	.12*
SBT	0	0	0		0	
SBR	1	1700	505	.30	541	.32
EBL	1	1700	403	.24*	625	.37*
EBT	2	3400	834	.25	1045	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	641	.19*	1239	.36*
WBR	d	1700	181	.11	159	.09
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.90**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	172	.10*	194	.11*
SBT	0	0	0		0	
SBR	1	1700	560	.33	548	.32
EBL	1	1700	401	.24*	670	.39*
EBT	2	3400	994	.29	1079	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	683	.20*	1356	.40*
WBR	d	1700	170	.10	172	.10
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.95**

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	172	.10*	194	.11*
SBT	0	0	0		0	
SBR	1	1700	560	.33	548	.32
EBL	2	3400	401	.12*	670	.20*
EBT	2	3400	994	.29	1079	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	683	.20*	1356	.40*
WBR	d	1700	170	.10	172	.10
Right Turn Adjustment			SBR	.14*	SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.82**

188 . Harvard Av. at Michelson Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	109	.06*	129	.08
NBT	2	3400	499	.17	970	.37*
NBR	0	0	79		281	
SBL	1	1700	198	.12	337	.20*
SBT	2	3400	925	.27*	607	.18
SBR	1	1700	550	.32	306	.18
EBL	2	3400	168	.05*	537	.16
EBT	2	3400	453	.13	1062	.31*
EBR	f		130		180	
WBL	1	1700	135	.08	193	.11*
WBT	2	3400	691	.30*	515	.23
WBR	0	0	343		273	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 1.04

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	117	.07*	146	.09
NBT	2	3400	536	.18	1111	.42*
NBR	0	0	86		313	
SBL	1	1700	192	.11	340	.20*
SBT	2	3400	1001	.29*	635	.19
SBR	1	1700	529	.31	317	.19
EBL	2	3400	165	.05*	559	.16
EBT	2	3400	451	.13	1072	.32*
EBR	f		144		188	
WBL	1	1700	156	.09	208	.12*
WBT	2	3400	704	.31*	549	.25
WBR	0	0	349		293	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 1.11

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	117	.07*	146	.09
NBT	2	3400	536	.16	1111	.33*
NBR	d	1700	86	.05	313	.18
SBL	1	1700	192	.11	340	.20*
SBT	2	3400	1001	.29*	635	.19
SBR	1	1700	529	.31	317	.19
EBL	2	3400	165	.05*	559	.16
EBT	2	3400	451	.13	1072	.32*
EBR	f		144		188	
WBL	1	1700	156	.09	208	.12*
WBT	2	3400	704	.31*	549	.25
WBR	0	0	349		293	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 1.02

190 . University Dr. at Campus Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	97	.03*	153	.05
NBT	3	5100	882	.17	1723	.34*
NBR	1	1700	992	.58	562	.33
SBL	2	3400	100	.03	97	.03*
SBT	3	5100	1827	.41*	1067	.26
SBR	0	0	287		258	
EBL	2	3400	60	.02	351	.10
EBT	2	3400	488	.14*	772	.23*
EBR	d	1700	349	.21	176	.10
WBL	2	3400	274	.08*	590	.17*
WBT	2	3400	426	.13	918	.27
WBR	d	1700	47	.03	214	.13
Right Turn Adjustment			Multi	.16*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.87**		**.82**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	98	.03*	177	.05
NBT	3	5100	864	.17	1764	.35*
NBR	1	1700	1101	.65	633	.37
SBL	2	3400	110	.03	92	.03*
SBT	3	5100	1827	.41*	1090	.26
SBR	0	0	285		253	
EBL	2	3400	66	.02	328	.10
EBT	2	3400	609	.18*	795	.23*
EBR	d	1700	398	.23	194	.11
WBL	2	3400	296	.09*	691	.20*
WBT	2	3400	457	.13	1031	.30
WBR	d	1700	49	.03	213	.13
Right Turn Adjustment			Multi	.20*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**.86**

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	98	.03*	177	.05
NBT	3	5100	864	.17	1764	.35*
NBR	2	3400	1101	.32	633	.19
SBL	2	3400	110	.03	92	.03*
SBT	3	5100	1827	.41*	1090	.26
SBR	0	0	285		253	
EBL	2	3400	66	.02	328	.10
EBT	2	3400	609	.18*	795	.23*
EBR	d	1700	398	.23	194	.11
WBL	2	3400	296	.09*	691	.20*
WBT	2	3400	457	.13	1031	.30
WBR	d	1700	49	.03	213	.13
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.86**

234 . Culver Dr. at Michelson Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	283	.08*	292	.09
NBT	3	5100	827	.16	2003	.39*
NBR	d	1700	19	.01	33	.02
SBL	2	3400	361	.11	633	.19*
SBT	3	5100	1314	.26*	1372	.27
SBR	1	1700	568	.33	396	.23
EBL	2	3400	325	.10	811	.24
EBT	1	1700	290	.17*	480	.28*
EBR	1	1700	179	.11	268	.16
WBL	1	1700	136	.08*	182	.11*
WBT	2	3400	259	.08	249	.07
WBR	1	1700	348	.20	318	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**1.02**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	311	.09*	346	.10
NBT	3	5100	922	.18	2241	.44*
NBR	d	1700	21	.01	39	.02
SBL	2	3400	376	.11	621	.18*
SBT	3	5100	1520	.30*	1460	.29
SBR	1	1700	589	.35	393	.23
EBL	2	3400	320	.09	801	.24
EBT	1	1700	283	.17*	497	.29*
EBR	1	1700	194	.11	301	.18
WBL	1	1700	146	.09*	202	.12*
WBT	2	3400	250	.07	257	.08
WBR	1	1700	339	.20	310	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**1.08**

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	311	.09*	346	.10
NBT	3	5100	922	.18	2241	.44*
NBR	d	1700	21	.01	39	.02
SBL	2	3400	376	.11	621	.18*
SBT	3	5100	1520	.30*	1460	.29
SBR	1	1700	589	.35	393	.23
EBL	2	3400	320	.09	801	.24*
EBT	2	3400	283	.08*	497	.15
EBR	d	1700	194	.11	301	.18
WBL	1	1700	146	.09*	202	.12
WBT	2	3400	250	.07	257	.08*
WBR	1	1700	339	.20	310	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.99**
ATMS CREDIT				**-.05**		**-.05**
FINAL ICU				**.56**		**.94**

235 . Culver Dr. at University Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	63	.02	82	.02
NBT	3	5100	897	.18*	1620	.32*
NBR	2	3400	882	.26	1223	.36
SBL	2	3400	75	.02*	79	.02*
SBT	3	5100	880	.17	1264	.25
SBR	d	1700	326	.19	90	.05
EBL	2	3400	63	.02	329	.10
EBT	3	5100	764	.15*	1668	.33*
EBR	d	1700	63	.04	60	.04
WBL	2	3400	807	.24*	886	.26*
WBT	3	5100	1451	.29	1008	.21
WBR	0	0	40		71	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.64** **.98**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	67	.02*	86	.03
NBT	3	5100	1028	.20	1878	.37*
NBR	2	3400	903	.27	1293	.38
SBL	2	3400	76	.02	81	.02*
SBT	3	5100	1081	.21*	1404	.28
SBR	d	1700	351	.21	92	.05
EBL	2	3400	71	.02	375	.11
EBT	3	5100	770	.15*	1736	.34*
EBR	d	1700	76	.04	67	.04
WBL	2	3400	903	.27*	939	.28*
WBT	3	5100	1422	.29	982	.21
WBR	0	0	42		77	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.70** **1.06**

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	67	.04*	86	.05
NBT	4	6800	1028	.15	1878	.28*
NBR	2	3400	903	.27	1293	.38
SBL	2	3400	76	.02	81	.02*
SBT	4	6800	1081	.16*	1404	.21
SBR	d	1700	351	.21	92	.05
EBL	2	3400	71	.02	375	.11
EBT	3	5100	770	.15*	1736	.34*
EBR	d	1700	76	.04	67	.04
WBL	2	3400	903	.27*	939	.28*
WBT	3	5100	1422	.29	982	.21
WBR	0	0	42		77	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.67** **.97**

239 . Bonita Cyn. Dr. at Newport Coast Dr.

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	760	.22	1093	.32
NBR	d	1700	61	.04	116	.07
SBL	2	3400	169	.05	556	.16
SBT	1	1700	941	.55*	982	.58*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	409	.24*	128	.08*
WBT	0	0	0		0	
WBR	1	1700	1210	.71	273	.16
Right Turn Adjustment			WBR	.22*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.06** **.71**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	828	.24	1191	.35
NBR	d	1700	53	.03	80	.05
SBL	2	3400	177	.05	583	.17
SBT	1	1700	1040	.61*	1150	.68*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	370	.22*	91	.05*
WBT	0	0	0		0	
WBR	1	1700	1292	.76	275	.16
Right Turn Adjustment			WBR	.26*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.14** **.78**

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	828	.24	1191	.35
NBR	d	1700	53	.03	80	.05
SBL	2	3400	177	.05	583	.17
SBT	1	1700	1040	.61*	1150	.68*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	370	.22*	91	.05*
WBT	0	0	0		0	
WBR	2	3400	1292	.38	275	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.78**

11. Von Karman Av & Campus Dr

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	23	.014*
NBT	2	3200	919	.287*	544	.170
NBR	f		20		21	
SBL	1	1600	24	.015*	152	.095
SBT	2	3200	562	.200	1133	.437*
SBR	0	0	77		266	
EBL	1	1600	369	.231*	228	.143*
EBT	2	3200	694	.217	1019	.318
EBR	f		55		72	
WBL	1	1600	62	.039	36	.023
WBT	2	3200	452	.169*	1006	.355*
WBR	0	0	89		129	

TOTAL CAPACITY UTILIZATION .702 .949

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	19	.012	21	.013*
NBT	2	3200	951	.297*	577	.180
NBR	f		29		21	
SBL	1	1600	43	.027*	160	.100
SBT	2	3200	584	.212	1139	.441*
SBR	0	0	94		271	
EBL	1	1600	374	.234*	241	.151*
EBT	2	3200	748	.234	1019	.318
EBR	f		48		70	
WBL	1	1600	58	.036	40	.025
WBT	2	3200	478	.182*	1049	.372*
WBR	0	0	105		141	

TOTAL CAPACITY UTILIZATION .740 .977

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	19	.012	21	.013*
NBT	2	3200	951	.297*	577	.180
NBR	f		29		21	
SBL	1	1600	43	.027*	160	.100
SBT	2	3200	584	.212	1139	.441*
SBR	0	0	94		271	
EBL	2	3200	374	.117*	241	.075*
EBT	2	3200	748	.249	1019	.340
EBR	0	0	48		70	
WBL	1	1600	58	.036	40	.025
WBT	2	3200	478	.182*	1049	.372*
WBR	0	0	105		141	

TOTAL CAPACITY UTILIZATION .623 .901

13. Jamboree Rd & Campus Dr

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	88	.028	156	.049*
NBT	4	6400	1989	.356*	1880	.392
NBR	0	0	287		735	.459
SBL	2	3200	651	.203*	468	.146
SBT	3	4800	1633	.413	2615	.594*
SBR	0	0	348		237	
EBL	2	3200	252	.079*	594	.186*
EBT	2	3200	213	.067	838	.262
EBR	f		28		28	
WBL	2	3200	798	.249	357	.112
WBT	2	3200	824	.258*	606	.189*
WBR	1	1600	169	.106	505	.316
Right Turn Adjustment					WBR	.127*

TOTAL CAPACITY UTILIZATION **.896** **1.145**

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	102	.032	162	.051*
NBT	4	6400	2038	.370*	1968	.410
NBR	0	0	329		721	.451
SBL	2	3200	711	.222*	471	.147
SBT	3	4800	1717	.433	2664	.610*
SBR	0	0	362		265	
EBL	2	3200	260	.081*	611	.191*
EBT	2	3200	291	.091	849	.265
EBR	f		30		30	
WBL	2	3200	803	.251	356	.111
WBT	2	3200	846	.264*	653	.204*
WBR	1	1600	171	.107	530	.331
Right Turn Adjustment					WBR	.127*

TOTAL CAPACITY UTILIZATION **.937** **1.183**

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	102	.032	162	.051*
NBT	4	6400	2038	.318*	1968	.308
NBR	1	1600	329	.206	721	.451
SBL	2	3200	711	.222*	471	.147
SBT	3	4800	1717	.433	2664	.610*
SBR	0	0	362		265	
EBL	2	3200	260	.081*	611	.191*
EBT	2	3200	291	.091	849	.265
EBR	f		30		30	
WBL	2	3200	803	.251	356	.111
WBT	2	3200	846	.264*	653	.204*
WBR	1	1600	171	.107	530	.331

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION **.885** **1.056**

14. Jamboree Rd & Birch St

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	384	.240*	92	.058*
NBT	3	4800	1945	.422	1862	.394
NBR	0	0	80		30	
SBL	1	1600	11	.007	90	.056
SBT	3	4800	1883	.392*	2032	.423*
SBR	f		846		398	
EBL	1.5		274		708	
EBT	0.5	3200	89	.113*	30	.231*
EBR	f		0		368	
WBL	0	0	80		60	
WBT	1	1600	70	.201*	80	.094*
WBR	0	0	171		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .946 .806

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	430	.269*	148	.093*
NBT	3	4800	2022	.438	1971	.417
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056
SBT	3	4800	2047	.426*	2069	.431*
SBR	f		799		433	
EBL	1.5		277		684	
EBT	0.5	3200	90	.115*	30	.223*
EBR	f		12		425	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.010 .841

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	430	.269*	148	.093
NBT	3	4800	2022	.438	1971	.417*
NBR	0	0	80		30	
SBL	1	1600	10	.006	90	.056*
SBT	4	6400	2047	.320*	2069	.323
SBR	f		799		433	
EBL	1.5		277		684	
EBT	0.5	3200	90	.115*	30	.223*
EBR	f		12		425	
WBL	0	0	80		60	
WBT	1	1600	70	.200*	80	.094*
WBR	0	0	170		10	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .904 .790

29. MacArthur Bl & Jamboree Rd

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	188	.059	279	.087*
NBT	3	4800	1790	.373*	851	.177
NBR	1	1600	592	.370	620	.388
SBL	2	3200	111	.035*	231	.072
SBT	3	4800	551	.115	1489	.310*
SBR	f		109		539	
EBL	2	3200	657	.205	233	.073
EBT	3	4800	1735	.361*	1476	.308*
EBR	f		158		61	
WBL	2	3200	426	.133*	906	.283*
WBT	3	4800	1132	.236	1519	.316
WBR	f		153		164	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .902 .988

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	211	.066	299	.093*
NBT	3	4800	1898	.395*	880	.183
NBR	1	1600	602	.376	621	.388
SBL	2	3200	135	.042*	267	.083
SBT	3	4800	572	.119	1611	.336*
SBR	f		134		562	
EBL	2	3200	672	.210	236	.074
EBT	3	4800	1767	.368*	1492	.311*
EBR	f		160		71	
WBL	2	3200	418	.131*	927	.290*
WBT	3	4800	1120	.233	1589	.331
WBR	f		173		184	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .936 1.030

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	211	.066	299	.093*
NBT	3	4800	1898	.395*	880	.183
NBR	1	1600	602	.376	621	.388
SBL	2	3200	135	.042*	267	.083
SBT	3	4800	572	.119	1611	.336*
SBR	f		134		562	
EBL	2	3200	672	.210*	236	.074
EBT	4	6400	1767	.276	1492	.233*
EBR	f		160		71	
WBL	2	3200	418	.131	927	.290*
WBT	3	4800	1120	.233*	1589	.331
WBR	f		173		184	

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .880 .952

32. Jamboree Rd & Bristol St S

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2107	.272*	2300	.301*
NBR	0	0	66		111	
SBL	0	0	0		0	
SBT	4	6400	692	.108	1470	.230
SBR	0	0	0		0	
EBL	1.5		2053	.642*	1156	{.555}*
EBT	1.5	4800	544	.340	1507	.555
EBR	2	3200	968	.303	987	.308
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .914 .856

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2082	.268*	2409	.315*
NBR	0	0	61		113	
SBL	0	0	0		0	
SBT	4	6400	702	.110	1498	.234
SBR	0	0	0		0	
EBL	1.5		2158	.674*	1192	{.562}*
EBT	1.5	4800	579	.362	1504	.562
EBR	2	3200	1028	.321	995	.311
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .942 .877

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2082	.268*	2409	.315*
NBR	0	0	61		113	
SBL	0	0	0		0	
SBT	4	6400	702	.110	1498	.234
SBR	0	0	0		0	
EBL	2.5		2158	.450*	1192	.373
EBT	1.5	6400	579	.362	1504	.470*
EBR	2	3200	1028	.321	995	.311
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .718 .785

50. MacArthur Bl & San Joaquin Hills Rd

Post-2025 No-Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	68	.021	18	.006
NBT	3	4800	1561	.325*	1814	.378*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	589	.184*	909	.284*
SBT	3	4800	1794	.374	1887	.393
SBR	f		1099		439	
EBL	2	3200	218	.068*	1081	.338*
EBT	3	4800	309	.073	623	.148
EBR	0	0	41		87	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	637	.199*	329	.103*
WBR	f		1002		523	

TOTAL CAPACITY UTILIZATION .776 1.103

Post-2025 w/Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	66	.021	21	.007
NBT	3	4800	1567	.326*	1809	.377*
NBR	1	1600	10	.006	20	.013
SBL	2	3200	592	.185*	913	.285*
SBT	3	4800	1791	.373	1909	.398
SBR	f		1112		455	
EBL	2	3200	231	.072*	1086	.339*
EBT	3	4800	319	.075	636	.152
EBR	0	0	40		92	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	643	.201*	375	.117*
WBR	f		1028		526	

TOTAL CAPACITY UTILIZATION .784 1.118

Post-2025 w/Proposed LRDP & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	66	.021	21	.007
NBT	3	4800	1567	.326*	1809	.377*
NBR	1	1600	10	.006	20	.013
SBL	3	4800	592	.123*	913	.190*
SBT	3	4800	1791	.373	1909	.398
SBR	f		1112		455	
EBL	2	3200	231	.072*	1086	.339*
EBT	3	4800	319	.075	636	.152
EBR	0	0	40		92	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	643	.201*	375	.117*
WBR	f		1028		526	

TOTAL CAPACITY UTILIZATION .722 1.023

6. E Peltason & Pereira

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	140	.08*	49	.03
NBT	2	3400	420	.16	422	.17*
NBR	0	0	110		143	
SBL	1	1700	73	.04	41	.02*
SBT	2	3400	365	.17*	330	.12
SBR	0	0	223		94	
EBL	1.5		22	.01	247	{.14}*
EBT	0.5	3400	27	.03*	114	.14
EBR	0		32		125	
WBL	1	1700	139	.08*	147	.09
WBT	1	1700	102	.08	103	.10*
WBR	0	0	40		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.48**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11*	90	.05
NBT	2	3400	630	.20	710	.25*
NBR	0	0	60		130	
SBL	1	1700	80	.05	60	.04*
SBT	2	3400	710	.26*	640	.23
SBR	0	0	170		140	
EBL	1.5		20	.01*	270	{.15}*
EBT	0.5	3400	20	.04	110	.15
EBR	0		40		140	
WBL	1	1700	60	.04	10	.01
WBT	1	1700	90	.10*	50	.04*
WBR	0	0	80		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.53**

7. Palo Verde & E Peltason

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	28		22	
NBT	1	1700	0	.04*	0	.05*
NBR	0	0	33		60	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	417	.26	605	.37*
EBR	0	0	18		22	
WBL	1	1700	21	.01	50	.03*
WBT	1	1700	517	.30*	558	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.50**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	0	0	0		0	
NBR	1	1700	20	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1110	.33*	1760	.52*
EBR	0	0	10		10	
WBL	0	0	10	{.01}*	10	{.01}*
WBT	2	3400	1030	.31	1230	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.59**

8. Gabrielino & E Peltason

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	77		50	
NBT	1	1700	0	.14*	0	.11*
NBR	0	0	163		141	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	272	.20*	486	.33*
EBR	0	0	69		76	
WBL	1	1700	144	.08*	194	.11*
WBT	1	1700	401	.24	386	.23
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.60**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	50	{.03}*
NBT	0	0	0		0	
NBR	1	1700	10	.01	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	190	.11	680	.34*
EBR	0	0	330	.19	460	
WBL	0	0	80		10	{.01}*
WBT	2	3400	850	.27*	610	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.33**		**.43**

9. Los Trancos & E Peltason

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	83		39	
NBT	1	1700	5	.08*	2	.04*
NBR	0	0	55		30	
SBL	0	0	11	{.01}*	8	
SBT	1	1700	0	.02	0	.01
SBR	0	0	22		9	
EBL	1	1700	31	.02*	21	.01
EBT	1	1700	275	.18	524	.36*
EBR	0	0	33		94	
WBL	1	1700	34	.02	34	.02*
WBT	1	1700	425	.26*	392	.24
WBR	0	0	19		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.47**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	120		40	
NBT	1	1700	10	.11*	10	.05*
NBR	0	0	50		30	
SBL	0	0	10	{.01}*	10	{.01}*
SBT	1	1700	0	.02	0	.01
SBR	0	0	20		10	
EBL	1	1700	30	.02*	20	.01
EBT	1	1700	490	.31	1110	.71*
EBR	0	0	30		90	
WBL	1	1700	30	.02	30	.02*
WBT	1	1700	810	.49*	610	.37
WBR	0	0	20		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.84**

10. Peltason & Bison

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	217	.13	112	.07
NBT	1	1700	44	.10*	105	.15*
NBR	0	0	133		151	
SBL	1	1700	284	.17*	352	.21*
SBT	1	1700	80	.08	89	.09
SBR	0	0	53		62	
EBL	0	0	21	{.01}*	131	
EBT	1	1700	34	.03	139	.16*
EBR	1	1700	44	.03	190	.11
WBL	0	0	137		154	{.09}*
WBT	1	1700	272	.24*	50	.12
WBR	1	1700	280	.16	332	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.66**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		690	.20*	220	
NBT	1.5	5100	90	.08	150	.10*
NBR	0		50		160	
SBL	1	1700	150	.09*	260	.15*
SBT	2	3400	90	.03	170	.06
SBR	0	0	10		20	
EBL	0	0	10	{.01}*	90	
EBT	1	1700	10	.01	100	.11*
EBR	1	1700	90	.05	610	.36
WBL	0	0	230		110	{.06}*
WBT	1	1700	200	.25*	10	.07
WBR	1	1700	180	.11	50	.03
Right Turn Adjustment					EBR	.17*
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.64**

11. W Peltason & Academy

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	64	{.04}*	118	{.07}*
NBT	1	1700	176	.14	380	.29
NBR	0	0	0		0	
SBL	1	1700	0	.00	0	.00
SBT	1	1700	273	.19*	324	.23*
SBR	0	0	44		74	
EBL	1	1700	63	.04	74	.04*
EBT	1	1700	0	.08*	0	.04
EBR	0	0	132		61	
WBL	0	0	0		0	
WBT	1	1700	0	.00	0	.00*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.36** **.39**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	80	{.05}*	80	
NBT	1	1700	170	.15	500	.34*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	340	.14*	310	.14
SBR	0	0	140		180	
EBL	1	1700	90	.05*	180	.11*
EBT	0	0	0		0	
EBR	1	1700	160	.09	100	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.29** **.50**

12. Mesa & W Peltason

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	41	.02*	53	.03
NBT	1	1700	24	.03	77	.09*
NBR	0	0	31		78	
SBL	1	1700	74	.04	135	.08*
SBT	1	1700	91	.11*	44	.08
SBR	0	0	90		90	
EBL	1	1700	39	.02*	88	.05*
EBT	1	1700	151	.11	377	.24
EBR	0	0	43		31	
WBL	1	1700	67	.04	76	.04
WBT	1	1700	235	.16*	292	.25*
WBR	0	0	33		141	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.52**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	60	.04
NBT	1	1700	30	.04	120	.18*
NBR	0	0	30		180	
SBL	1	1700	70	.04	170	.10*
SBT	1	1700	140	.18*	40	.07
SBR	0	0	160		80	
EBL	1	1700	50	.03*	100	.06
EBT	2	3400	50	.03	680	.21*
EBR	0	0	60	.04	40	
WBL	1	1700	130	.08	100	.06*
WBT	2	3400	400	.13*	280	.13
WBR	0	0	50		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.60**

13. W Peltason & Pereira

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	2		17	
NBT	1	1700	78	.05*	444	.27*
NBR	1	1700	183	.11	92	.05
SBL	1	1700	253	.15*	100	.06*
SBT	1	1700	255	.16	250	.18
SBR	0	0	9		49	
EBL	1	1700	7	.00	58	.03*
EBT	1	1700	1	.00	26	.03
EBR	0	0	3		22	
WBL	0	0	45		197	
WBT	1	1700	3	.03*	24	.13*
WBR	1	1700	55	.03	297	.17
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.32**		**.54**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		10		10	
NBT	1.5	3400	20	.01*	330	.10*
NBR	1	1700	150	.09	80	.05
SBL	1	1700	250	.15*	80	.05*
SBT	2	3400	130	.04	210	.07
SBR	0	0	10		30	
EBL	1	1700	10	.01*	80	.05*
EBT	1	1700	10	.01	120	.08
EBR	0	0	10		10	
WBL	0	0	70		200	
WBT	1	1700	10	.05*	60	.15*
WBR	1	1700	10	.01	400	.24
Right Turn Adjustment			NBR	.04*	WBR	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.31**		**.45**

16. California & Bison

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	8	.00	158	.09*
NBT	2	3400	20	.01*	118	.03
NBR	d	1700	5	.00	16	.01
SBL	1	1700	64	.04*	34	.02
SBT	2	3400	88	.03	10	.00*
SBR	1	1700	56	.03	522	.31
EBL	1	1700	456	.27*	60	.04*
EBT	2	3400	691	.20	463	.14
EBR	1	1700	159	.09	12	.01
WBL	1	1700	6	.00	1	.00
WBT	2	3400	204	.06*	881	.26*
WBR	d	1700	38	.02	49	.03
Right Turn Adjustment					SBR	.28*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.72**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	190	.11*
NBT	2	3400	20	.01	70	.02
NBR	d	1700	10	.01	20	.01
SBL	1	1700	60	.04	140	.08
SBT	1	1700	80	.05*	10	.01*
SBR	2	3400	140	.04	1100	.32
EBL	1	1700	870	.51*	150	.09*
EBT	2	3400	800	.24	690	.20
EBR	1	1700	180	.11	10	.01
WBL	1	1700	10	.01	10	.01
WBT	2	3400	350	.10*	1050	.31*
WBR	d	1700	170	.10	80	.05
Right Turn Adjustment					SBR	.24*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.81**

17. California & Academy

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	6	.00	6	.00
NBT	1	1700	67	.05	527	.33*
NBR	0	0	13		33	
SBL	1	1700	213	.13	66	.04*
SBT	1	1700	689	.43*	70	.04
SBR	0	0	44		5	
EBL	1	1700	3	.00	48	.03*
EBT	1	1700	2	.01*	21	.02
EBR	0	0	9		10	
WBL	1	1700	29	.02*	12	.01
WBT	1	1700	10	.01	11	.01*
WBR	f		61		195	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.46**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01
NBT	2	3400	140	.05	750	.24*
NBR	0	0	40		80	
SBL	1	1700	320	.19	120	.07*
SBT	2	3400	1060	.36*	130	.05
SBR	0	0	160		30	
EBL	1	1700	10	.01	150	.09*
EBT	1	1700	10	.01*	60	.04
EBR	0	0	10		10	
WBL	1	1700	30	.02*	40	.02
WBT	1	1700	10	.01	20	.01*
WBR	f		90		310	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.46**

18. S Circle View & E Peltason

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	20		112	
SBT	1	1700	0	.03*	0	.11*
SBR	0	0	24		78	
EBL	1	1700	73	.04*	30	.02
EBT	1	1700	319	.19	527	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	441	.31*	388	.26
WBR	0	0	89		52	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.47**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	20		120	
SBT	1	1700	0	.02*	0	.11*
SBR	0	0	20		70	
EBL	1	1700	70	.04*	30	.02
EBT	2	3400	540	.16	1090	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	840	.27*	620	.20
WBR	0	0	90		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.48**

19. Pereira & Pereira

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	11	.03*	6	.05*
NBR	0	0	39		72	
SBL	0	0	64	{.04}*	409	{.24}*
SBT	1	1700	17	.05	17	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	48	.03*	73	.04*
WBT	0	0	0		0	
WBR	1	1700	410	.24	239	.14
Right Turn Adjustment			WBR	.18*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.33**		**.38**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.04*	10	.05*
NBR	0	0	50		70	
SBL	0	0	70	{.04}*	430	{.25}*
SBT	1	1700	20	.05	10	.26
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	50	.03*	80	.05*
WBT	0	0	0		0	
WBR	1	1700	400	.24	240	.14
Right Turn Adjustment			WBR	.18*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.40**

20. California & Adobe Circle N

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	82	.05*	102	.06*
NBT	2	3400	203	.06	287	.08
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	151	.09*	433	.25*
SBR	1	1700	108	.06	74	.04
EBL	0	0	72		217	
EBT	1	1700	0	.06*	0	.23*
EBR	0	0	22		177	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.25**		**.59**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	80	.05*
NBT	2	3400	540	.16	1030	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	480	.28*	660	.39*
SBR	1	1700	10	.01	30	.02
EBL	0	0	50		70	
EBT	1	1700	0	.07*	0	.19*
EBR	0	0	70		260	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.68**

22. California & Arroyo Dr N

Counts (2005)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	99	.03*	132	.04*
NBR	0	0	4		10	
SBL	1	1700	88	.05*	305	.18*
SBT	2	3400	85	.03	305	.09
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	6		19	
WBT	1	1700	0	.11*	0	.16*
WBR	0	0	186		257	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.43**

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	170	.05	780	.23*
NBR	0	0	10		10	
SBL	1	1700	60	.04	490	.29*
SBT	2	3400	400	.12*	440	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	10		10	
WBT	1	1700	0	.26*	0	.22*
WBR	0	0	430		370	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.79**

23. California & Adobe Circle S

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	140	.08*	70	.04*
NBR	0	0	300	.18	100	.06
SBL	1	1700	610	.36*	190	.11*
SBT	2	3400	10	.00	110	.04
SBR	0	0	0		10	
EBL	0	0	0		0	
EBT	1	1700	20	.02*	0	.01*
EBR	0	0	20		20	
WBL	1	1700	40	.02*	360	.21*
WBT	0	0	0		10	
WBR	1	1700	70	.04	830	.49
Right Turn Adjustment			NBR	.08*	WBR	.19*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.61**

25. California & Arroyo Dr S

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	400	.13*	160	.08
NBR	0	0	30		100	
SBL	1	1700	0	.00	20	.01
SBT	2	3400	70	.02	480	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	100		40	
WBT	1	1700	0	.09*	0	.04*
WBR	0	0	50		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.23**

26. Arroyo Dr & Palo Verde

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	0	.09*	0	.05*
NBR	0	0	160		80	
SBL	1	1700	40	.02*	30	.02*
SBT	1	1700	0	.00	0	.00
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	10	.01*	130	.08*
WBT	0	0	0		0	
WBR	1	1700	10	.01	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.17**		**.20**

27. Anteater & E Peltason

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13	240	.14
NBT	1	1700	40	.29*	10	.22*
NBR	0	0	460		360	
SBL	1	1700	20	.01*	280	.16*
SBT	1	1700	10	.01	50	.11
SBR	0	0	10		130	
EBL	1	1700	80	.05*	20	.01
EBT	2	3400	90	.03	620	.20*
EBR	0	0	10		50	
WBL	1	1700	50	.03	460	.27*
WBT	2	3400	500	.21*	210	.08
WBR	0	0	230		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.90**

28. California & Anteater

Proposed LRDP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	20	.01
NBT	1	1700	120	.09*	70	.07*
NBR	0	0	30		50	
SBL	1	1700	70	.04*	230	.14*
SBT	1	1700	10	.06	60	.16
SBR	0	0	100		220	
EBL	1	1700	130	.08*	100	.06
EBT	1	1700	60	.04	280	.22*
EBR	0	0	10		90	
WBL	1	1700	10	.01	20	.01*
WBT	1	1700	190	.21*	100	.12
WBR	0	0	160		100	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.49**