
**CITY OF LAKE FOREST
VACANT LAND OPPORTUNITIES PHASE III
ALTERNATIVE 7 (HYBRID ALTERNATIVE)**

Traffic Study

May 2008

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Traffic Study**

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City of Lake Forest Vacant Land Opportunities Phase III Alternative 7 (Hybrid Alternative) Traffic Study

The proposed Vacant Land Opportunities project was the subject of a traffic analysis carried out in July 2005 with the City Preferred Plan as the proposed project analyzed against the Current General Plan (see Reference 1). This report presents future 2030 levels of service on the study area circulation system for an alternative to the City Preferred Plan which is being referred to as Alternative 7 or Hybrid Alternative. The land uses and associated trip generation for the Current General Plan and Alternative 7 as well as for the City Preferred Plan are summarized. Traffic volumes and peak performance evaluation results for Alternative 7 will be compared to the Current General Plan and appropriate mitigation measures will be presented. Project impacts are identified by applying the performance criteria previously outlined in the July 2005 Traffic Study. For ease of analysis, data for the Current General Plan is repeated here.

PROJECT LAND USE AND TRIP GENERATION

Alternative 7 buildout (2030) land use and trip generation for the project sites illustrated in Figure 1 are summarized in Table 1. The land use and trip generation data for the Current General Plan and City Preferred Plan are also shown here for comparison purposes. Detailed land use and trip generation summaries for each site can be found in Appendix A.

The primary difference between Alternative 7 and the Current General Plan is the substitution of 6.726 million square feet of business park uses and 764,180 square feet of commercial uses in the Current General Plan with 4,738 residential units. With the City Preferred Plan, 5,415 residential units replaced 7.209 million square feet of business park uses and 475,460 square feet of commercial uses in the Current General Plan.

As can be seen from the table, Alternative 7 and the City Preferred Plan compared to the Current General Plan generate less average daily trips (ADT) and peak hour trip generation. Furthermore, there is a change in peak hour directionality associated with residential uses replacing industrial uses resulting in higher outbound volumes in the AM peak hour and higher inbound volumes in the PM peak hour. Alternative 7 has similar land use and trip generation characteristics to the City Preferred Plan but is lower in trip generation mainly due to the reduced number of residential units and commercial uses.

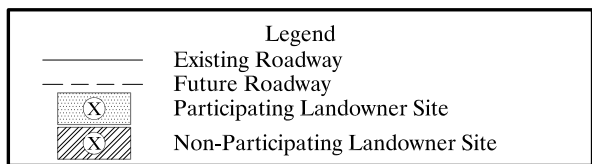
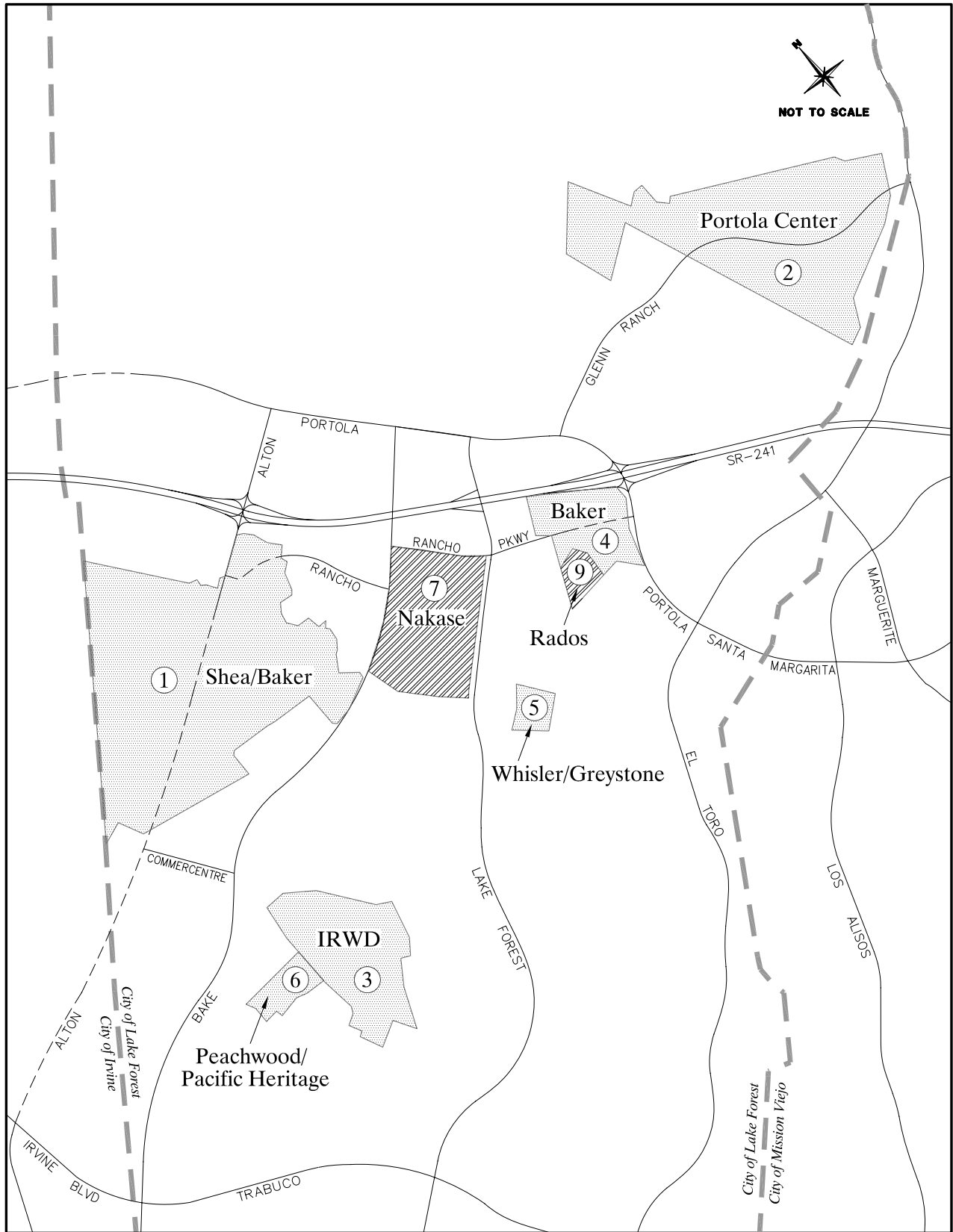


Figure 1
PROJECT SITES

Table 1

PROJECT AREAS LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Current General Plan								
Commercial (EQ)	924.18 TSF	610	389	999	1,739	1,884	3,623	41,653
Office (EQ)	186.33 TSF	265	36	301	49	241	290	2,154
Open Space	47 Acre	0	0	0	0	0	0	0
Park	17 Acre	0	0	0	0	0	0	27
Mining/Utility	23 Acre	36	21	57	14	17	31	573
Business Park	8,768 TSF	10,521	2,017	12,538	2,631	8,680	11,311	111,880
Light Industrial	415.91 TSF	2,591	532	3,123	665	2,354	3,019	21,544
Mini Storage	26 Acre	36	36	72	52	48	100	1,011
Total Current General Plan		14,059	3,031	17,090	5,150	13,224	18,374	178,842
City Preferred Plan								
Single Family Detached	1,574 DU	298	881	1,179	1,007	582	1,589	15,063
Condominium	2,042 DU	347	1,023	1,370	919	674	1,593	16,642
Apartment	1,799 DU	180	738	918	719	396	1,115	12,090
Commercial (EQ)	448.72 TSF	386	248	634	1,102	1,194	2,296	26,389
Government Facility	88 TSF	173	21	194	77	173	250	2,457
Park	51 Acre	0	0	0	1	1	2	80
Business Park	1,559 TSF	1,871	359	2,230	468	1,543	2,011	19,892
Sports Park	39 Acre	0	0	0	133	160	293	2,098
Total City Preferred Plan		3,255	3,270	6,525	4,426	4,723	9,149	94,711
Alternative 7 (Hybrid Alternative)								
Single Family Detached	1,530 DU	290	857	1,147	994	551	1,545	14,642
Condominium	1,793 DU	304	898	1,202	807	591	1,398	14,613
Apartment	1,415 DU	141	581	722	566	311	877	9,509
Commercial (EQ)	160 TSF	167	107	274	475	515	990	11,388
Community Facility	44 TSF	36	7	43	100	108	208	2,002
Government Facility	44 TSF	87	11	98	39	87	126	1,228
Park	44 Acre	0	0	0	1	1	2	71
Business Park	2,041.7 TSF	2,450	470	2,920	613	2,021	2,634	26,052
Sports Park	63 Acre	1	0	1	214	258	472	3,389
Total Alternative 7 (Hybrid Alternative)		3,476	2,931	6,407	3,809	4,443	8,252	82,894

In addition to land use proposals, there is an increase in the amount of public facilities from 45 to 68 acres for Alternative 7 compared to the City Preferred Plan. The public facilities (a 44,000-square foot city hall, a 44,000-square foot community center, and 48 acres of sports parks) included in land use Alternative 7 are located on three sites; Irvine Ranch Water District, Baker Ranch and Rados properties (Sites 3, 4 and 9).

TRAFFIC IMPACTS WITHIN STUDY AREA

Year 2030 ADT forecasts are illustrated in Figures 2 and 3 for the Current General Plan and Alternative 7. The roadway network used here is the current County of Orange Master Plan of Arterial Highways (MPAH) and assumes all new roadways implied by buildout of the MPAH.

Figure 4 illustrates the intersection locations that were analyzed based on 2030 traffic conditions, and Table 2 summarizes AM and PM peak hour intersection capacity utilization (ICU) values and corresponding levels of service (LOS) for Current General Plan and Alternative 7 conditions. The ICUs are also illustrated in Figures 5 through 8. Actual turn volumes and ICU calculation worksheets are provided in Appendix B. Based on the peak hour intersection performance criteria and impact thresholds established for the analysis, there are six intersections (one less than the City Preferred Plan impacts with intersection #41, Alton Parkway and Towne Centre Drive, no longer impacted) within the study area that are significantly impacted by Alternative 7 based on year 2030 conditions. The impacted intersections are as follows:

- 2. Bake Parkway and Portola Parkway
- 14. Bake Parkway and Irvine Boulevard/Trabuco Road
- 22. Bake Parkway and Jeronimo Road
- 30. Los Alisos Boulevard and Muirlands Boulevard
- 32. Ridge Route Drive and Rockfield Boulevard
- 37. Paseo de Valencia and Avenida de la Carlota

Consistent with the City Preferred Plan results, the ICU summary table and figures also indicate that the following five locations, which are deficient under the Current General Plan, have lower ICUs with the proposed project and can be considered beneficial effects of the project:

- 3. Lake Forest Drive and Portola Parkway
- 10. Lake Forest Drive and Rancho Parkway
- 12. El Toro Road and Portola Parkway/Santa Margarita Parkway
- 25. El Toro Road and Jeronimo Road
- 34. Los Alisos Boulevard and Rockfield Boulevard

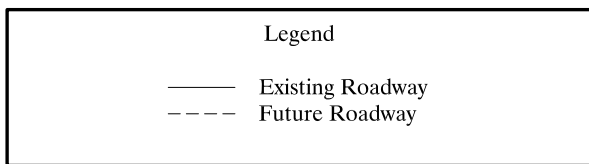


Figure 2
 2030 ADT VOLUMES (000s)
 - CURRENT GENERAL PLAN

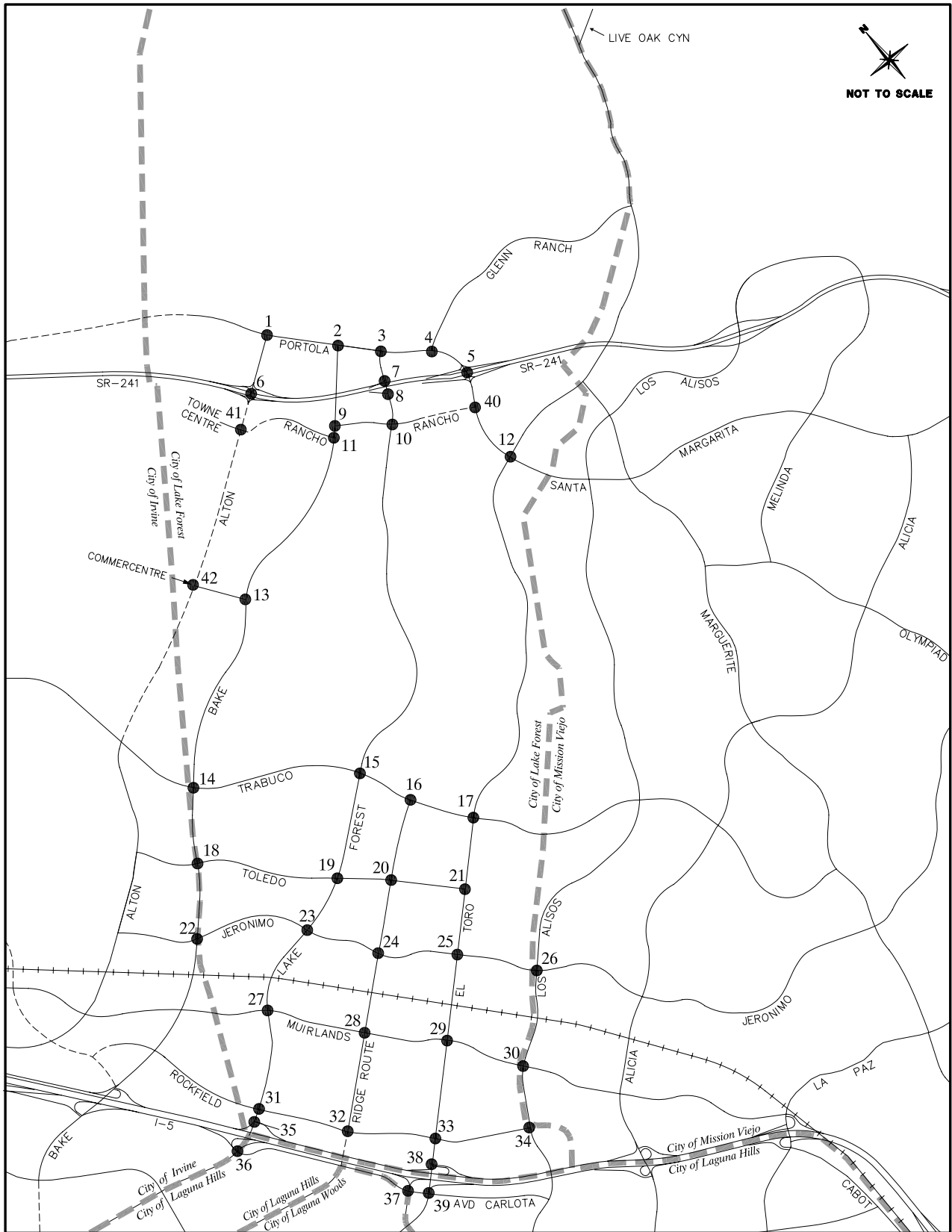


Legend

	Existing Roadway
	Future Roadway

Figure 3

2030 ADT VOLUMES (000s)
- ALTERNATIVE 7



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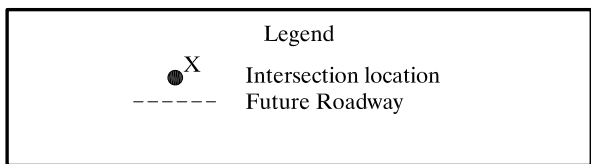


Figure 4
2030 INTERSECTION LOCATION MAP

Table 2

2030 ALTERNATIVE 7 (HYBRID ALTERNATIVE) INTERSECTION LOS SUMMARY WITHIN STUDY AREA

Intersection	Current General Plan				Alternative 7 (Hybrid Alternative)				Difference	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
1. Alton & Portola	.57	A	.49	A	.51	A	.50	A	-.06	.01
2. Bake & Portola (a)	.72	C	1.03	F	.74	C	1.05	F	.02	.02
3. Lake Forest & Portola (a)	.65	B	.96	E	.64	B	.87	D	-.01	-.09
4. Glenn Ranch & Portola	.85	D	.78	C	.65	B	.69	B	-.20	-.09
5. Portola & SR-241 Ramps	.49	A	.69	B	.48	A	.62	B	-.01	-.07
6. Alton & SR-241 Ramps	.65	B	.65	B	.63	B	.53	A	-.02	-.12
7. Lake Forest & SR-241 NB	.37	A	.51	A	.31	A	.44	A	-.06	-.07
8. Lake Forest & SR-241 SB	.64	B	.57	A	.49	A	.47	A	-.15	-.10
9. Bake & Rancho North	.76	C	.90	D	.72	C	.86	D	-.04	-.04
10. Lake Forest & Rancho (a)	.96	E	1.32	F	.88	D	1.13	F	-.08	-.19
11. Bake & Rancho South	.76	C	.83	D	.76	C	.79	C	.00	-.04
12. El Toro & Portola/Santa Margarita (a)	.95	E	1.08	F	.82	D	.96	E	-.13	-.12
13. Bake & Commercentre	.62	B	.72	C	.67	B	.74	C	.05	.02
14. Bake & Irvine/Trabuco (a)	1.07	F	1.09	F	1.13	F	1.05	F	.06	-.04
15. Lake Forest & Trabuco	.76	C	.88	D	.82	D	.88	D	.06	.00
16. Ridge Route & Trabuco	.60	A	.68	B	.56	A	.69	B	-.04	.01
17. El Toro & Trabuco (a)	.89	D	.99	E	.88	D	.98	E	-.01	-.01
18. Bake & Toledo	.82	D	.66	B	.90	D	.69	B	.08	.03
19. Lake Forest & Toledo	.56	A	.53	A	.62	B	.56	A	.06	.03
20. Ridge Route & Toledo	.41	A	.41	A	.40	A	.43	A	-.01	.02
21. El Toro & Toledo	.57	A	.65	B	.62	B	.70	B	.05	.05
22. Bake & Jeronimo (a)	.94	E	.82	D	1.02	F	.87	D	.08	.05
23. Lake Forest & Jeronimo	.77	C	.89	D	.76	C	.89	D	-.01	.00
24. Ridge Route & Jeronimo	.51	A	.69	B	.54	A	.71	C	.03	.02
25. El Toro & Jeronimo (a)	.96	E	.94	E	.92	E	.92	E	-.04	-.02
26. Los Alisos & Jeronimo (a)	.91	E	.96	E	.92	E	.94	E	.01	-.02
27. Lake Forest & Muirlands	.69	B	.81	D	.69	B	.83	D	.00	.02
28. Ridge Route & Muirlands	.58	A	.80	C	.60	A	.82	D	.02	.02
29. El Toro & Muirlands	.75	C	.84	D	.78	C	.86	D	.03	.02
30. Los Alisos & Muirlands (a)	1.03	F	1.08	F	1.02	F	1.11	F	-.01	.03

Table 2 (cont.)

2030 ALTERNATIVE 7 (HYBRID ALTERNATIVE) INTERSECTION LOS SUMMARY WITHIN STUDY AREA

Intersection	Current General Plan				Alternative 7 (Hybrid Alternative)				Difference	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
31. Lake Forest & Rockfield	.76	C	.85	D	.80	C	.88	D	.04	.03
32. Ridge Route & Rockfield (a)	.76	C	1.19	F	.85	D	1.25	F	.09	.06
33. El Toro & Rockfield	.58	A	.74	C	.60	A	.72	C	.02	-.02
34. Los Alisos & Rockfield (a)	.91	E	.93	E	.91	E	.90	D	.00	-.03
35. Lake Forest & I-5 NB	.67	B	.65	B	.65	B	.67	B	-.02	.02
36. Lake Forest & I-5/Carlota (a)	.81	D	.99	E	.82	D	1.00	E	.01	.01
37. Paseo De Valencia & Carlota (a)	.67	B	.98	E	.65	B	1.01	F	-.02	.03
38. El Toro & Bridger/I-5 NB	.65	B	.67	B	.66	B	.67	B	.01	.00
39. El Toro & Avd Carlota (a)	.72	C	1.00	E	.72	C	1.01	F	.00	.01
40. Portola & Rancho	.69	B	.79	C	.61	B	.69	B	-.08	-.10
41. Alton & Towne Centre Dr (a)	.82	D	1.07	F	.90	D	.76	C	.08	-.31
42. Alton & Commercentre	.53	A	.69	B	.62	B	.74	C	.09	.05

Abbreviations: ICU – intersection capacity utilization LOS – level of service NB – northbound SB – southbound

(a) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the forecasted LOS is worse than the adopted LOS performance standard). Shaded entries denote deficient locations under Current General Plan where ICUs are reduced in Alternative 7, (i.e., beneficial effects of the project), and shaded entries under Alternative 7 denote locations where ICUs are worsened by the project (i.e., adverse project impacts).

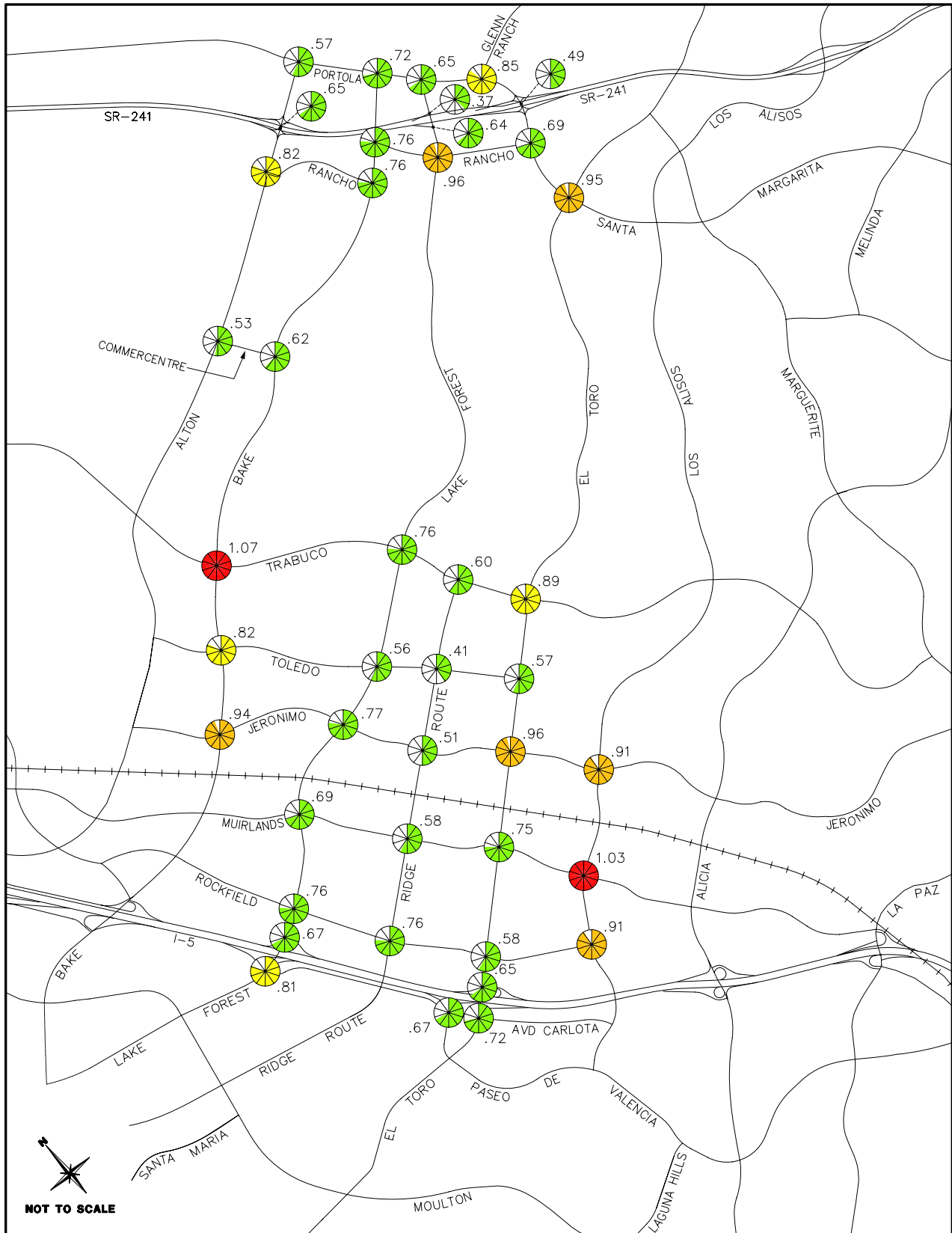
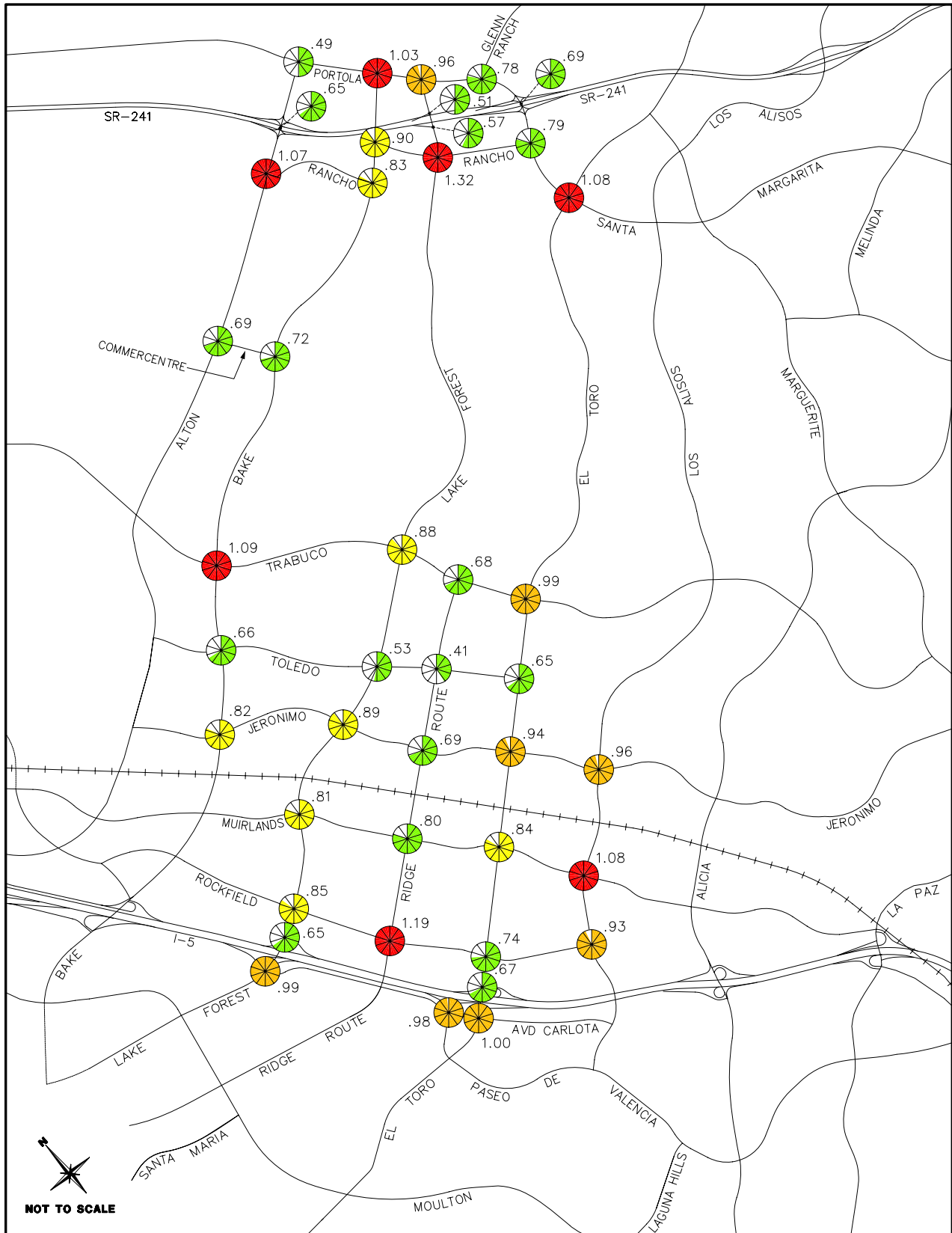


Figure 5
 2030 AM PEAK HOUR ICUs AND
 LEVEL OF SERVICE
 - CURRENT GENERAL PLAN



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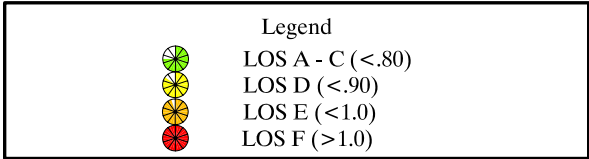


Figure 6
2030 PM PEAK HOUR ICUs AND
LEVEL OF SERVICE
- CURRENT GENERAL PLAN

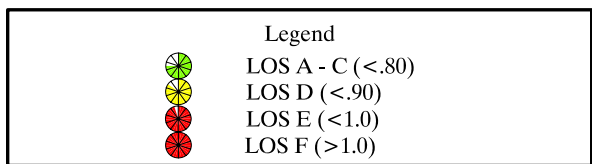
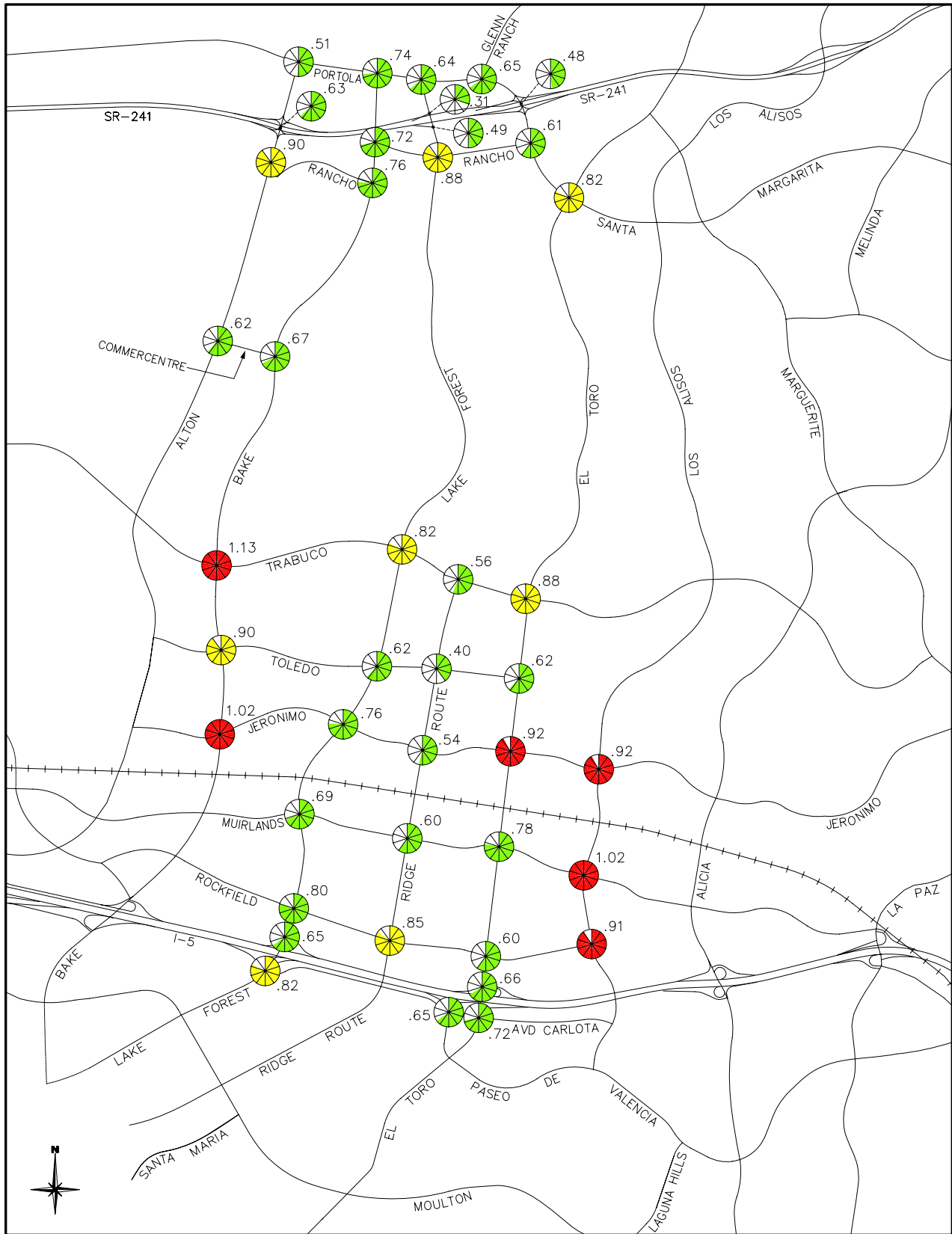


Figure 7
 2030 AM PEAK HOUR ICUs AND
 LEVEL OF SERVICE
 - ALTERNATIVE 7

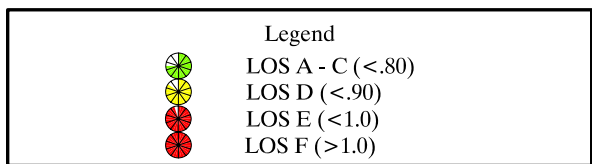
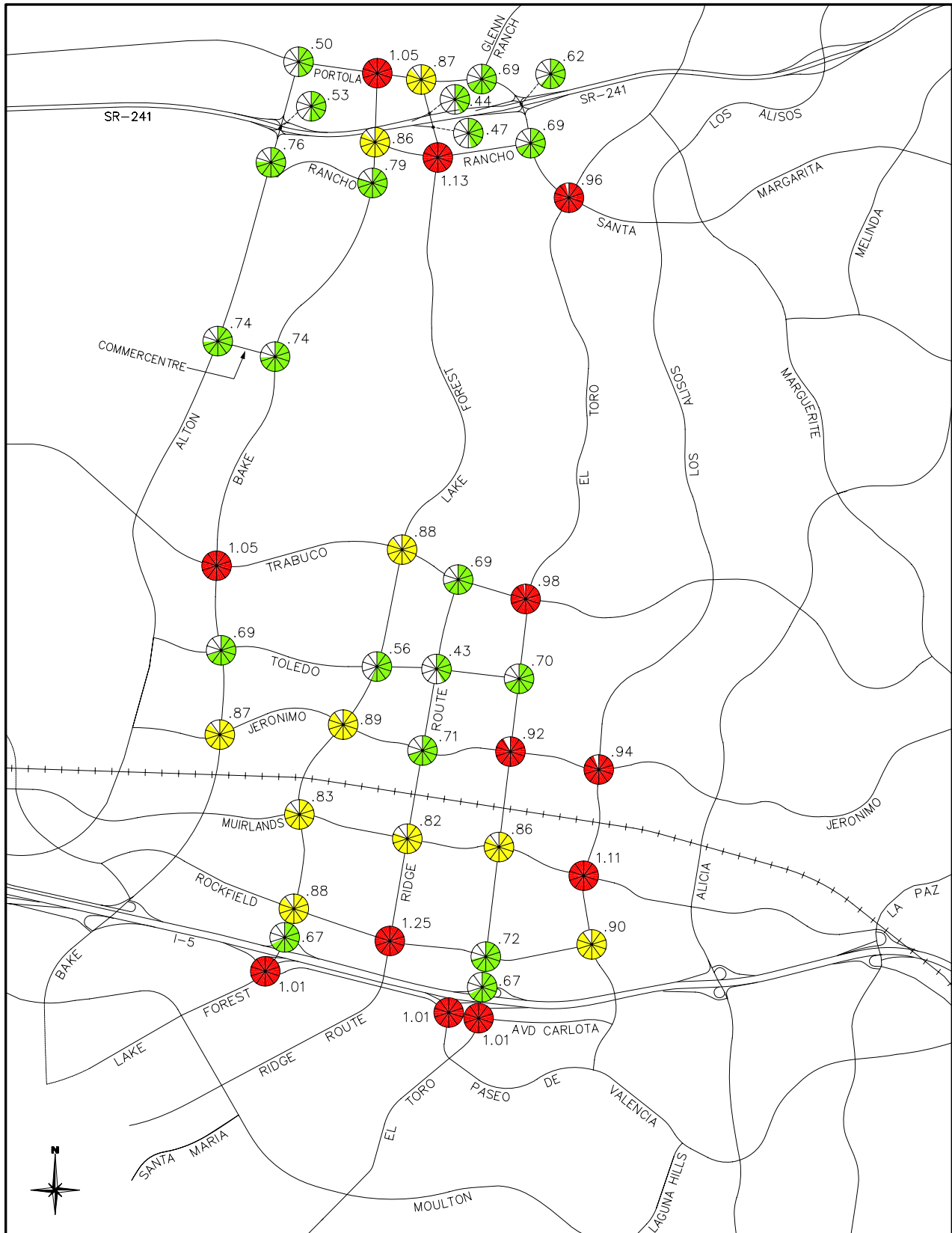


Figure 8
 2030 PM PEAK HOUR ICUs AND
 LEVEL OF SERVICE
 - ALTERNATIVE 7

Figure 9 illustrates the interchange locations where freeway ramps were analyzed based on year 2030 conditions. Year 2030 with-project AM and PM peak hour ramp volumes and V/C ratios for Alternative 7 are summarized in Table 3 together with the corresponding year 2030 Current General Plan peak hour ramp volumes and V/C ratios for comparison. Based on the peak hour ramp performance criteria and impact thresholds established for the analysis, no freeway ramp is forecast to be significantly impacted by land use Alternative 7.

Year 2030 with-project AM and PM freeway mainline peak hour volumes and V/C ratios for Alternative 7 are summarized in Table 4 together with the corresponding year 2030 Current General Plan peak hour mainline volumes and V/C ratios for comparison. Based on the peak hour mainline performance criteria and impact thresholds established for the analysis, no freeway mainline segment is forecast to be significantly impacted by land use Alternative 7.

TRAFFIC IMPACTS WITHIN THE EXTENDED STUDY AREA

In response to City of Irvine's request, the study area was extended to immediate surrounding roadway intersections (referred to in this report as the extended study area) that are illustrated in Figure 10. Table 5 summarizes AM and PM peak hour ICU values and corresponding levels of service for Current General Plan and Alternative 7. Actual turn volumes and ICU calculation worksheets are provided in Appendix B. Based on the peak hour intersection performance criteria and impact thresholds established for the analysis and consistent with the City Preferred Plan results, the following three intersections within the extended study area are significantly impacted by Alternative 7 based on year 2030 conditions:

- 105. Alton Parkway at Irvine Boulevard
- 117. Alton Parkway at Toledo Way
- 125. Bake Parkway at Rockfield Boulevard

MITIGATION MEASURES

A set of potential mitigation measures for the intersections impacted by Alternative 7 is summarized in Table 6 together with the corresponding peak hour ICUs before and after mitigation. Also shown here are the potential sources of funds for implementing the improvements, including the North

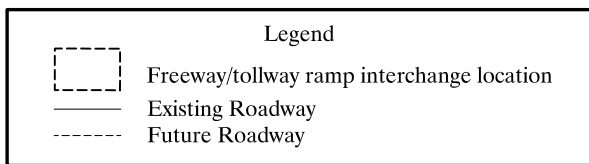


Figure 9
2030 INTERCHANGE LOCATIONS

Table 3

2030 ALTERNATIVE 7 (HYBRID ALTERNATIVE) FREEWAY/TOLLWAY RAMP LOS SUMMARY

Interchange	Ramp	Lanes	Peak Hour Capacity	Current General Plan						Alternative 7 (Hybrid Alternative)					
				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-5 at Lake Forest	SB Direct On	1	1,500	190	.13	A	1,310	.87	D	190	.13	A	1,300	.87	D
	SB Loop On	1	1,080	470	.44	A	570	.53	A	460	.43	A	560	.52	A
	NB On	2	1,800	1,240	.69	B	1,120	.62	B	1,300	.72	C	1,090	.61	B
	SB Off	2	3,000	2,280	.76	C	3,070	1.02	F	2,130	.71	C	3,090	1.03	F
	NB Off	1	1,500	1,530	1.02	F	710	.47	A	1,480	.99	E	720	.48	A
I-5 at El Toro	SB Direct On	1	1,080	50	.05	A	440	.41	A	50	.05	A	410	.38	A
	SB Loop On	1	1,500	660	.44	A	1,180	.79	C	660	.44	A	1,170	.78	C
	NB Direct On	1	1,500	1,170	.78	C	1,010	.67	B	1,360	.91	E	1,010	.67	B
	NB Loop On	1	1,500	1,170	.78	C	1,170	.78	C	1,180	.79	C	1,150	.77	C
	SB Off	2	3,000	1,870	.62	B	1,870	.62	B	1,820	.61	B	2,000	.67	B
	NB Off	1	1,500	1,280	.85	D	1,140	.76	C	1,240	.83	D	1,150	.77	C
SR-241 at Alton	SB On	1	1,500	410	.27	A	1,600	1.07	F	450	.30	A	1,250	.83	D
	NB On	1	1,500	80	.05	A	590	.39	A	140	.09	A	420	.28	A
	SB Off	1	1,500	870	.58	A	150	.10	A	580	.39	A	190	.13	A
	NB Off	1	1,500	1,650	1.10	F	660	.44	A	1,320	.88	D	680	.45	A
SR-241 at Lake Forest	NB On	2	2,250	90	.04	A	820	.36	A	110	.05	A	620	.28	A
	SB Off	2	2,250	860	.38	A	300	.13	A	640	.28	A	290	.13	A
SR-241 at Portola (East)	SB On	1	1,500	340	.23	A	1,640	1.09	F	320	.21	A	1,420	.95	E
	NB On	2	2,250	710	.32	A	450	.20	A	770	.34	A	330	.15	A
	SB Off	1	1,500	520	.35	A	500	.33	A	340	.23	A	520	.35	A
	NB Off	2	2,250	2,460	1.09	F	610	.27	A	2,160	.96	E	520	.23	A

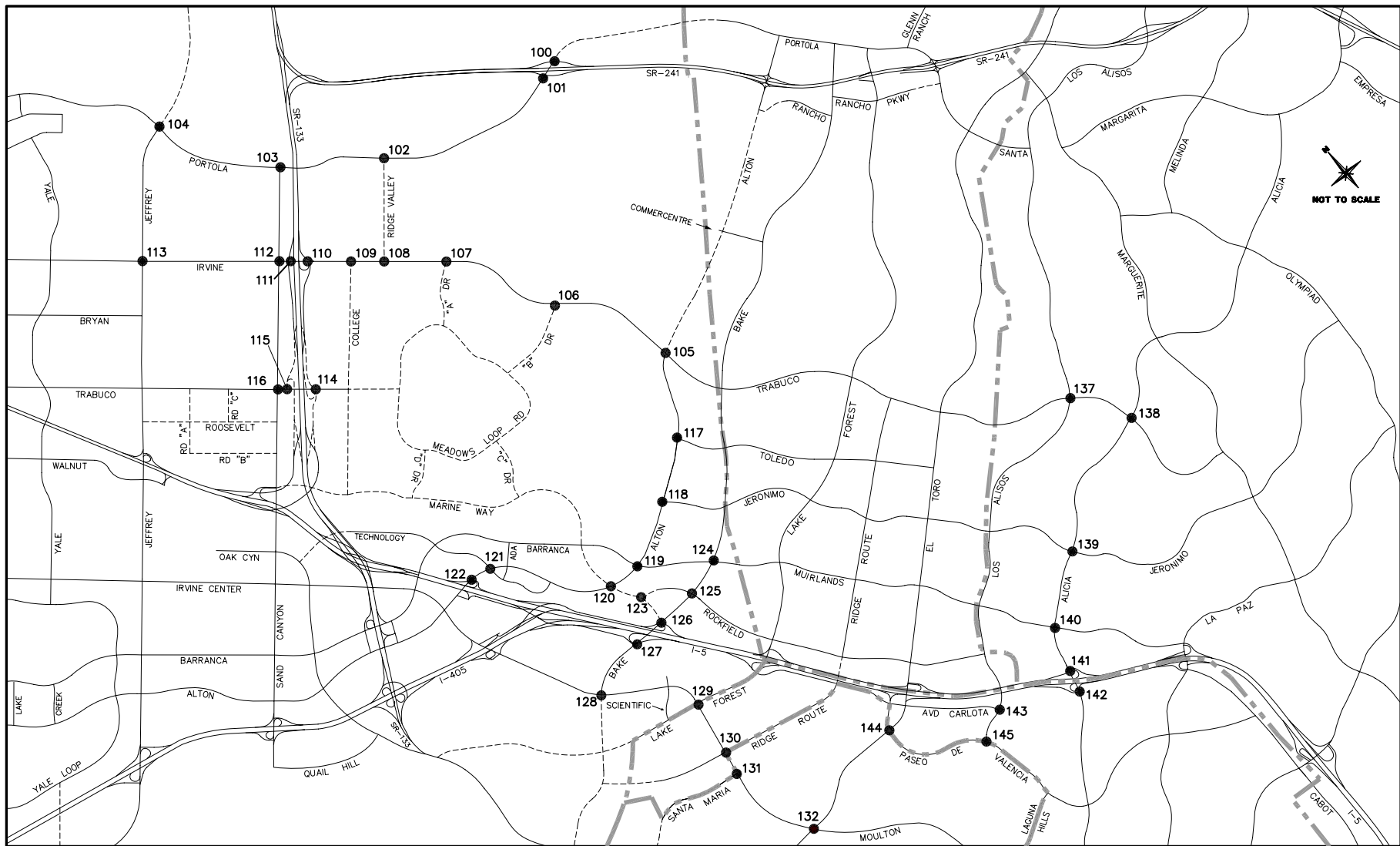
Abbreviations: LOS – level of service
 NB – northbound
 SB – southbound
 V/C – volume/capacity ratio

Table 4

2030 ALTERNATIVE 7 (HYBRID ALTERNATIVE) FREEWAY/TOLLWAY MAINLINE LOS SUMMARY

Location	Direction	Lanes	Peak Hour Capacity	Current General Plan						Alternative 7 (Hybrid Alternative)					
				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-5 n/o Lake Forest	Northbound	8+2H	19,500	18,304	.94	E	12,385	.64	C	18,851	.97	E	12,344	.63	C
	Southbound	8+2H	19,500	12,162	.62	C	16,792	.86	D	11,971	.61	C	17,130	.88	D
I-5 n/o El Toro	Northbound	6+2H	15,500	17,752	1.15	F	11,782	.76	D	18,181	1.17	F	11,783	.76	D
	Southbound	6+2H	15,500	10,127	.65	C	15,700	1.01	F	10,082	.65	C	16,001	1.03	F
I-5 n/o Alicia	Northbound	4+1H	9,600	16,265	1.69	F	10,643	1.11	F	16,458	1.71	F	10,675	1.11	F
	Southbound	4+1H	9,600	9,065	.94	E	14,912	1.55	F	9,075	.95	E	15,050	1.57	F
SR-241 n/o Alton	Northbound	4+1H	9,600	7,514	.78	D	4,118	.43	B	8,037	.84	D	3,618	.38	B
	Southbound	4+1H	9,600	3,794	.40	B	6,195	.65	C	3,086	.32	B	6,583	.69	C
SR-241 n/o Lake Forest	Northbound	4+1H	9,600	8,817	.92	E	4,210	.44	B	8,928	.93	E	3,913	.41	B
	Southbound	4+1H	9,600	3,394	.35	B	7,456	.78	D	3,008	.31	B	7,446	.78	D
SR-241 n/o Portola East	Northbound	4+1H	9,600	8,761	.91	E	3,384	.35	B	8,846	.92	E	3,295	.34	B
	Southbound	4+1H	9,600	2,508	.26	A	7,162	.75	D	2,346	.24	A	7,151	.74	D
SR-241 n/o Los Alisos	Northbound	4+1H	9,600	10,633	1.11	F	3,596	.37	B	10,015	1.04	F	3,432	.36	B
	Southbound	4+1H	9,600	2,400	.25	A	8,330	.87	D	2,364	.25	A	7,695	.80	D

Abbreviations: H – high-occupancy vehicle lane
LOS – level of service
V/C – volume/capacity ratio



Legend

- City of Lake Forest Limits
- - - Future Roadway

Figure 10
INTERSECTION LOCATIONS ANALYZED WITHIN THE EXTENDED STUDY AREA

Table 5

2030 ALTERNATIVE 7 (HYBRID ALTERNATIVE) INTERSECTION LOS SUMMARY WITHIN EXTENDED STUDY AREA

Intersection	Current General Plan				Alternative 7 (Hybrid Alternative)				Difference	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
100. Portola Pkwy. at SR-241 NB Ramps	.63	B	.70	B	.60	A	.74	C	-.03	.04
101. Portola Pkwy. at SR-241 SB Ramps	.57	A	.47	A	.56	A	.52	A	-.01	.05
102. Ridge Vly. at Portola Pkwy.	.60	A	.86	D	.57	A	.90	D	-.03	.04
103. Sand Cyn. Av. at Portola Pkwy.	.76	C	.68	B	.74	C	.71	C	-.02	.03
104. Jeffrey Rd. at Portola Pkwy.	.83	D	.68	B	.76	C	.62	B	-.07	-.06
105. Alton Pkwy. at Irvine Bl. (a)	.92	E	.98	E	.90	D	1.01	F	-.02	.03
106. B Dr. at Irvine Bl.	.83	D	.79	C	.81	D	.75	C	-.02	-.04
107. A Dr. at Irvine Bl.	.85	D	.85	D	.81	D	.84	D	-.04	-.01
108. Ridge Vly. at Irvine Bl.	.76	C	.82	D	.74	C	.80	C	-.02	-.02
109. College Dr. at Irvine Bl.	.78	C	.67	B	.76	C	.66	B	-.02	-.01
110. ETC E. Leg NB Ramps at Irvine Bl.	.88	D	.74	C	.85	D	.73	C	-.03	-.01
111. ETC E. Leg SB Ramps at Irvine Bl.	.84	D	.57	A	.79	C	.61	B	-.05	.04
112. Sand Cyn. Av. at Irvine Bl.	.87	D	.81	D	.85	D	.78	C	-.02	-.03
113. Jeffrey Rd. at Irvine Bl. (b)	.83	D	.89	D	.83	D	.87	D	.00	-.02
114. SR-133 NB Ramps at Trabuco Rd.	.61	B	.53	A	.59	A	.53	A	-.02	.00
115. SR-133 SB Ramps at Trabuco Rd.	.56	A	.50	A	.57	A	.50	A	.01	.00
116. Sand Cyn. Av. at Trabuco Rd.	.82	D	.81	D	.84	D	.82	D	.02	.01
117. Alton Pkwy. at Toledo Wy. (a)	.73	C	.84	D	.72	C	.92	E	-.01	.08
118. Alton Pkwy. at Jeronimo Rd.	.63	B	.71	C	.72	C	.77	C	.09	.06
119. Alton Pkwy. at Muirlands Bl.	.77	C	.83	D	.81	D	.87	D	.04	.04
120. Marine Wy. at Alton Pkwy.	.77	C	.84	D	.87	D	.87	D	.10	.03
121. Alton Pkwy. at Technology Dr.	.83	D	.87	D	.82	D	.84	D	-.01	-.03
122. Alton Pkwy. at I-5 NB Ramps	1.00	E	.59	A	.97	E	.58	A	-.03	-.01
123. Marine Wy. at Rockfield Bl.	.51	A	.57	A	.53	A	.56	A	.02	-.01
124. Bake Pkwy. at Muirlands Bl.	.73	C	.85	D	.82	D	.85	D	.09	.00
125. Bake Pkwy. at Rockfield Bl. (a)	.66	B	.89	D	.69	B	.92	E	.03	.03
126. Bake Pkwy. at I-5 NB Ramps	1.00	E	.94	E	.99	E	.93	E	-.01	-.01
127. Bake Pkwy. at I-5 SB Ramps	.91	E	.89	D	.87	D	.92	E	-.04	.03
128. Bake Pkwy. at Irvine Center Dr.	.43	A	.45	A	.42	A	.45	A	-.01	.00

Table 5 (cont.)

2030 ALTERNATIVE 7 (HYBRID ALTERNATIVE) INTERSECTION LOS SUMMARY WITHIN EXTENDED STUDY AREA

Intersection	Current General Plan				Alternative 7 (Hybrid Alternative)				Difference	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
129. Lake Forest Dr. at Irvine Center Dr.	.71	C	.81	D	.73	C	.82	D	.02	.01
130. Ridge Route at Moulton Pkwy. (a)	.56	A	1.13	F	.58	A	1.12	F	.02	-.01
131. Santa Maria Av. at Moulton Pkwy. (a)	.98	E	.99	E	.99	E	.99	E	.01	.00
132. El Toro Rd. at Moulton Pkwy. (a)	1.17	F	1.02	F	1.18	F	1.02	F	.01	.00
137. Los Alisos Bl. at Trabuco Rd. (a)	.94	E	.79	C	.94	E	.79	C	.00	.00
138. Trabuco Rd. at Alicia Pkwy. (a)	.78	C	.94	E	.74	C	.94	E	-.04	.00
139. Jeronimo Rd. at Alicia Pkwy.	.74	C	.77	C	.74	C	.78	C	.00	.01
140. Alicia Pkwy. at Muirlands Bl. (a)	.91	E	1.00	E	.92	E	.98	E	.01	-.02
141. I-5 NB Ramps at Alicia Pkwy.	.42	A	.72	C	.39	A	.73	C	-.03	.01
142. I-5 SB Ramps at Alicia Pkwy.	.71	C	.75	C	.70	B	.76	C	-.01	.01
143. Los Alisos Bl. at Avd. de la Carlota	.51	A	.75	C	.53	A	.73	C	.02	-.02
144. El Toro Rd. at Paseo de Valencia	.64	B	.70	B	.64	B	.68	B	.00	-.02

Abbreviations: ICU – intersection capacity utilization LOS – level of service NB – northbound SB – southbound

(a) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the forecasted LOS is worse than the adopted LOS performance standard). Shaded entries denote locations where ICUs are worsened by the project (i.e., adverse project impacts).

(b) ICUs at this City of Irvine location include a .05 Advanced Transportation Management System (ATMS) credit.

Table 6
SUMMARY OF IMPACTED INTERSECTIONS AND POTENTIAL MITIGATION MEASURES (ALTERNATIVE 7/HYBRID ALTERNATIVE)

Intersection (NS & EW)	2030 Peak Hour ICU						Mitigation Measures	Source
	Current General Plan		Alternative 7/Hybrid Alternative					
	AM	PM	Without Mitigation		With Mitigation			
AM	PM	AM	PM	AM	PM			
2. Bake & Portola	.72	1.03	.74	1.05	.66	.94	Add 3 rd WBT or 2 nd EBL	LFTM Program
14. Bake & Irvine/Trabuco	1.07	1.09	1.13	1.05	.90	.87	Add 2 nd NBL, convert 3 rd WBT and WBR to 4 th WBT and restripe 3 rd EBT to shared 3 rd EBT/2 nd EBR Add defacto WBR	NITM Program LFTM Program
22. Bake & Jeronimo	.94	.82	1.02	.87	.90	.87	Add 2 nd NBL	NITM Program
30. Los Alisos & Muirlands	1.03	1.08	1.02	1.11	.89	.90	Add 2 nd NBL, defacto NBR, 2 nd SBL and 2 nd EBL	NITM and LFTM Programs
32. Ridge Route & Rockfield	.76	1.19	.85	1.25	.80	1.12	Add defacto NBR	Added to LFTM Program if Alternative 7 is selected.
37. Paseo De Valencia & Carlota	.67	.98	.65	1.01	.61	.88	Restripe 2 nd SBT to shared 3 rd SBL/2 nd SBT ¹	NITM and LFTM Programs and Laguna Hills
105. Alton & Irvine	.92	.98	.90	1.01	.76	.93	Remove E/W split phasing, restripe shared 3 rd EBL/3 rd EBT to full 3 rd EBL and add 3 rd EBT and defacto EBR	LFTM Program
117. Alton & Toledo	.73	.84	.72	.92	.67	.87	Add a WB right-turn overlap	LFTM Program
125. Bake & Rockfield	.66	.89	.69	.92	.68	.89	Restripe shared 3 rd WBL/2 nd WBT to full 3 rd WBL, remove E/W split phasing and free WBR and add 2 nd WBT and defacto WBR	LFTM Program

Abbreviations: ICU – Intersection Capacity Utilization LFTM – Lake Forest Transportation Mitigation Program NITM – North Irvine Transportation Mitigation Program

¹ Includes construction of a third eastbound receiving lane for the third southbound left-turn lane.

Note: A “defacto” right-turn is 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). A defacto right-turn is treated the same as a striped right-turn lane during the ICU calculations.

Irvine Transportation Mitigation (NITM) Program and the Lake Forest Transportation Mitigation (LFTM) Program.

The proposed mitigation measures either bring the peak hour ICU at each intersection to an acceptable level of service or to less than the ICU under Current General Plan conditions (i.e. the improvement(s) mitigate the project impact).

FINDINGS AND CONCLUSIONS

The results of the analysis presented here indicate that the proposed Alternative 7 land use plan significantly impacts nine intersections that require mitigation. ~~When compared with the results of the City Preferred Plan traffic impact analysis completed in July 2005, two intersections, Lake Forest Drive at I-5 Southbound Ramps/Avenida De La Carlota and Alton Parkway at Towne Centre Drive, are not impacted in Alternative 7 as they are in the City Preferred Plan.~~ When compared with the results of the City Preferred Plan traffic impact analysis completed in July 2005, two intersections, #39-El Toro and Avenida Carlota, which the project does not significantly impact by .02 or more in ICU and #41-Alton Parkway and Towne Centre Drive, which is performing at acceptable level under Alternative 7 conditions, are not impacted in Alternative 7 as they are in the City Preferred Plan. However, the intersection of Ridge Route Drive and Rockfield Boulevard, which was not impacted by the City Preferred Plan, is impacted under Alternative 7 conditions. The measures to mitigate project impacts identified in this report are included as fully funded improvements in the LFTM and/or NITM Programs.

REFERENCES

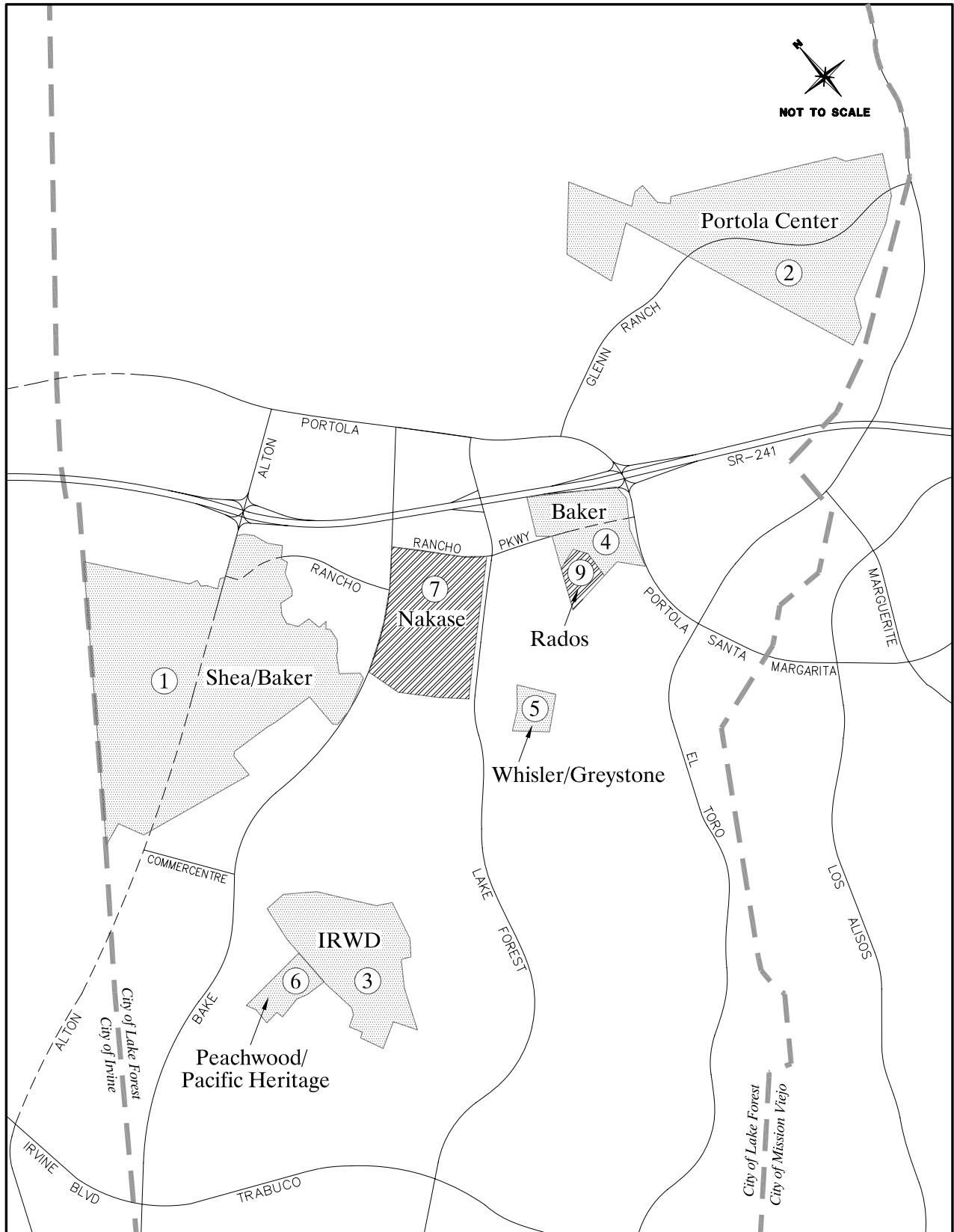
1. "City of Lake Forest Vacant Land Opportunities Phase III Traffic Study," Austin-Foust Associates, Inc., July 8, 2005.

Appendix A

Land Use Trip Rates and Land Use And Trip Generation By Site

This appendix summarizes the land use and corresponding trip generation assumptions for each of the following participating landowner's project site in the City of Lake Forest: Shea/Baker (Site 1), Portola Center (Site 2), Irvine Ranch Water District (IRWD) (Site 3), Baker Ranch (Site 4), Whisler/Greystone (Site 5), and Peachwood/Pacific Heritage (Site 6). The land uses for Sites 7 and 9, although owned by non-participating landowners (Nakase and Rados), are presented here to show the land uses between the Current General Plan and the two alternatives that are affected due to the location of the overlay plan. Figure A-1 presents the approximate location of the participating and non-participating landowner sites.

Figure A-2 illustrates the Lake Forest Traffic Analysis Model (LFTAM) traffic analysis zone (TAZ) system, and Table A-1 summarizes the average daily traffic (ADT) and peak hour trip generation rates being used in LFTAM for the project areas. The ADT and peak hour trip rates are from the Seventh Edition of the Institute of Transportation Engineers' Trip Generation Manual. Tables A-2 through A-4 summarize the land use and trip generation assumed in each of the project TAZs for the Current General Plan, the City Preferred Plan, and land use Alternative 7 (Hybrid Alternative).



NOT TO SCALE

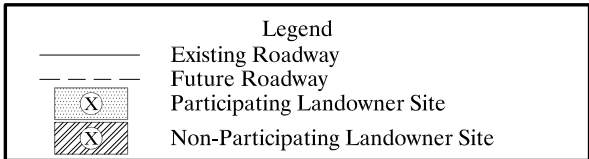


Figure A-1
PROJECT SITES

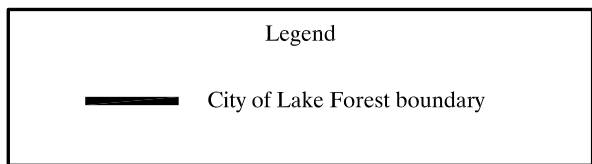
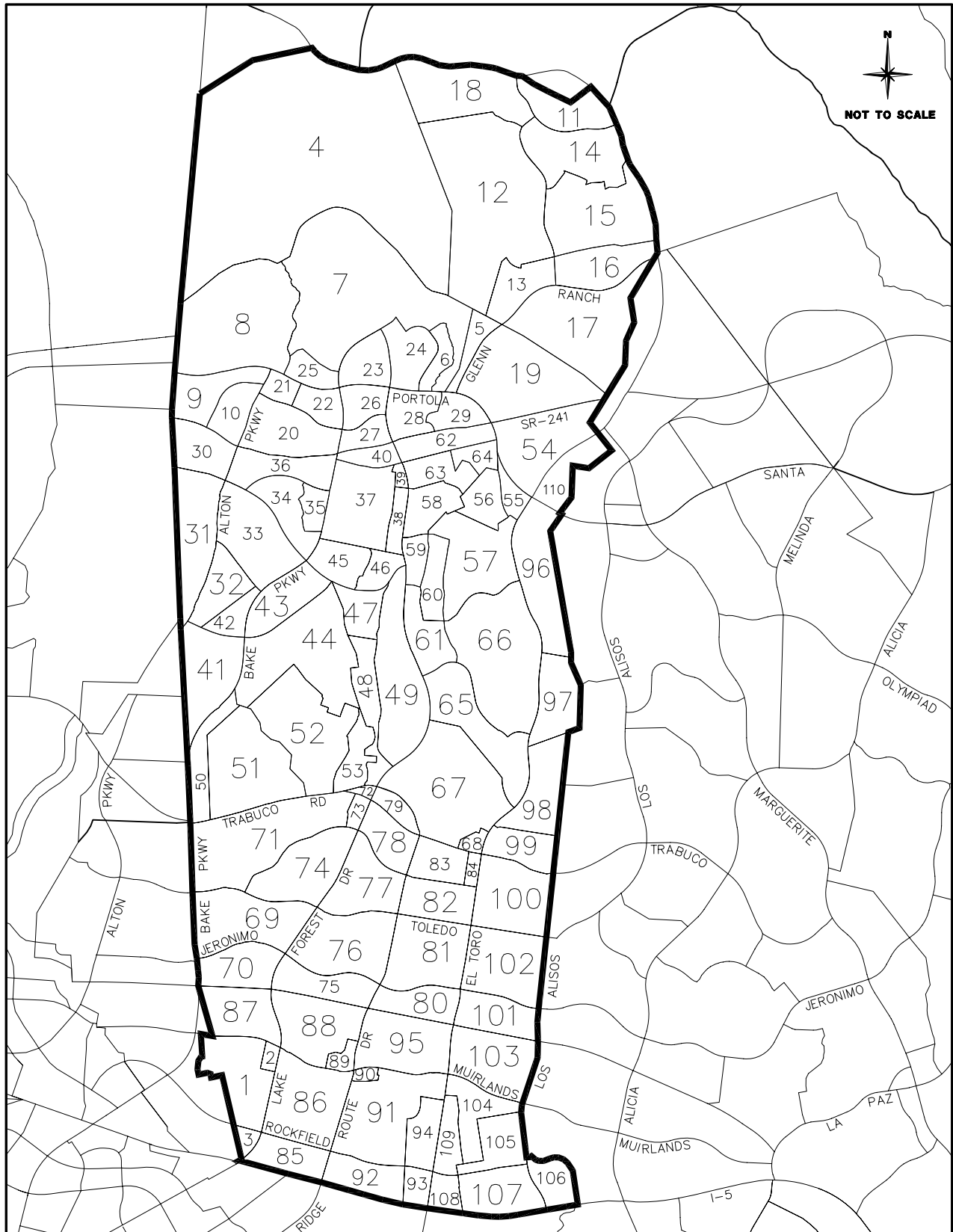


Figure A-2
LAKE FOREST TRAFFIC ANALYSIS MODEL
(LFTAM) ZONE SYSTEM
- CITY OF LAKE FOREST

Table A-1

LFTAM ADT AND PEAK HOUR LAND USE TRIP RATE SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Single Family Detached	DU	.19	.56	.75	.64	.37	1.01	9.57
Condominium	DU	.17	.50	.67	.45	.33	.78	8.15
Apartment	DU	.10	.41	.51	.40	.22	.62	6.72
Community Facility	TSF	.82	.17	.99	2.28	2.46	4.74	45.5
Government Facility	TSF	1.97	.24	2.21	.88	1.97	2.85	27.92
Open Space	Acre	.00	.00	.00	.00	.00	.00	.00
Park	Acre	.01	.00	.01	.02	.02	.04	1.59
Mining/Utility	Acre	1.57	.92	2.49	.59	.73	1.32	24.9
Business Park	TSF	1.20	.23	1.43	.30	.99	1.29	12.76
Light Industrial	TSF	6.23	1.28	7.51	1.60	5.66	7.26	51.80
Mini Storage	Acre	1.40	1.40	2.80	1.99	1.84	3.83	38.87
Sports Park	Acre	.01	.00	.01	3.4	4.1	7.5	53.8

Notes:

- 1) The trip rates above and regression equations below have been taken from the Institute of Transportation Engineers (ITE) 7th Edition Trip Generation Manual.
- 2) The land use-based trip rates for office and commercial use are based on the following equation:

$$LN(T)=AxLN(X)+B \text{ where } X=\text{land use amount (combined TSF in the TAZ)} \text{ and } T=\text{daily trips}$$

Land Use Type	Units	Coefficients		----- AM Peak Hour -----			----- PM Peak Hour -----		
		A	B	Pk/ADT Ratio	In	Out	Pk/ADT Ratio	In	Out
Commercial	TSF	.65	5.83	.024	61%	39%	.087	48%	52%
Office	TSF	.77	3.65	.14	88%	12%	.135	17%	83%

Abbreviations: ADT – average daily trips
 DU – Dwelling Unit
 EQ – equation-based
 LFTAM – Lake Forest Traffic Analysis Model
 TSF – thousand square feet

Table A-2
CURRENT GENERAL PLAN LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Site 1 (Shea/Baker)								
Zone 31								
Park	17 Acre	0	0	0	0	0	0	27
Business Park	1,129 TSF	1,355	260	1,615	339	1,118	1,457	14,406
Sub-Total		1,355	260	1,615	339	1,118	1,457	14,433
Zone 32								
Business Park	203.99 TSF	245	47	292	61	202	263	2,603
Mini Storage	26 Acre	36	36	72	52	48	100	1,011
Sub-Total		281	83	364	113	250	363	3,614
Zone 33								
Business Park	1,823.6 TSF	2,188	419	2,607	547	1,805	2,352	23,269
Zone 34								
Business Park	530.24 TSF	636	122	758	159	525	684	6,766
Zone 36								
Business Park	339.41 TSF	407	78	485	102	336	438	4,331
Total Site 1 (Shea/Baker)								
Park	17 Acre	0	0	0	0	0	0	27
Business Park	4,026.2 TSF	4,831	926	5,757	1,208	3,986	5,194	51,375
Mini Storage	26 Acre	36	36	72	52	48	100	1,011
Total Site 1 (Shea/Baker)		4,867	962	5,829	1,260	4,034	5,294	52,413
Site 2 (Portola Center)								
Zone 13								
Business Park	1,057 TSF	1,268	243	1,511	317	1,046	1,363	13,487
Zone 16								
Commercial (EQ)	411.27 TSF	249	159	408	711	770	1,481	17,026
Business Park	539.33 TSF	647	124	771	162	534	696	6,882
Sub-Total		896	283	1,179	873	1,304	2,177	23,908
Zone 17								
Open Space	30 Acre	0	0	0	0	0	0	0
Business Park	798.86 TSF	959	184	1,143	240	791	1,031	10,193
Sub-Total		959	184	1,143	240	791	1,031	10,193
Total Site 2 (Portola Center)								
Commercial (EQ)	411.27 TSF	249	159	408	711	770	1,481	17,026
Open Space	30 Acre	0	0	0	0	0	0	0
Business Park	2,395.2 TSF	2,874	551	3,425	719	2,371	3,090	30,562
Total Site 2 (Portola Center)		3,123	710	3,833	1,430	3,141	4,571	47,588

Table A-2 (cont.)
CURRENT GENERAL PLAN LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Total Site 3 (IRWD)								
Zone 44								
Utility	23 Acre	36	21	57	14	17	31	573
Business Park	304.92 TSF	366	70	436	91	302	393	3,891
Light Industrial	415.91 TSF	2,591	532	3,123	665	2,354	3,019	21,544
Total Site 3 (IRWD)		2,993	623	3,616	770	2,673	3,443	26,008
Site 4 (Baker Ranch)								
Zone 62								
Commercial (EQ)	159.47 TSF	135	86	221	384	416	800	9,198
Zone 64								
Commercial (EQ)	353.44 TSF	226	144	370	644	698	1,342	15,429
Total Site 4 (Baker Ranch)								
Commercial (EQ)	512.91 TSF	361	230	591	1,028	1,114	2,142	24,627
Total Site 5 (Whisler/Greystone)								
Zone 60								
Office (EQ)	186.33 TSF	265	36	301	49	241	290	2,154
Total Site 6 (Pacific Heritage)								
Zone 52								
Open Space	17 Acre	0	0	0	0	0	0	0
Total Site 7 (Nakase)								
Zone 37								
Business Park	1841.7 TSF	2,210	424	2,634	553	1,823	2,376	23,500
Total Site 9 (Rados)								
Zone 63								
Business Park	200 TSF	240	46	286	60	198	258	2,552
Total Project Sites 1-7 and 9								
Commercial (EQ)	924.18 TSF	610	389	999	1,739	1,884	3,623	41,653
Office (EQ)	186.33 TSF	265	36	301	49	241	290	2,154
Open Space	47 Acre	0	0	0	0	0	0	0
Park	17 Acre	0	0	0	0	0	0	27
Mining/Utility	23 Acre	36	21	57	14	17	31	573
Business Park	8,768 TSF	10,521	2,017	12,538	2,631	8,680	11,311	111,880
Light Industrial	415.91 TSF	2,591	532	3,123	665	2,354	3,019	21,544
Mini Storage	26 Acre	36	36	72	52	48	100	1,011
Total Project Sites 1-7 and 9		14,059	3,031	17,090	5,150	13,224	18,374	178,842

Table A-3
CITY PREFERRED PLAN LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Site 1 (Shea/Baker)								
Zone 31								
Single Family Detached	338 DU	64	189	253	216	125	341	3,235
Condominium	448 DU	76	224	300	202	148	350	3,651
Sub-Total		140	413	553	418	273	691	6,886
Zone 32								
Single Family Detached	76 DU	14	43	57	49	28	77	727
Condominium	365 DU	62	183	245	164	120	284	2,975
Park	26 Acre	0	0	0	1	1	2	41
Sub-Total		76	226	302	214	149	363	3,743
Zone 33								
Single Family Detached	359 DU	68	201	269	230	133	363	3,436
Condominium	437 DU	74	219	293	197	144	341	3,562
Sub-Total		142	420	562	427	277	704	6,998
Zone 34								
Single Family Detached	116 DU	22	65	87	74	43	117	1,110
Condominium	176 DU	30	88	118	79	58	137	1,434
Sub-Total		52	153	205	153	101	254	2,544
Zone 36								
Apartment	500 DU	50	205	255	200	110	310	3,360
Commercial (EQ)	120 TSF	112	72	184	319	346	665	7,645
Business Park	200 TSF	240	46	286	60	198	258	2,552
Sub-Total		402	323	725	579	654	1,233	13,557
Total Site 1 (Shea/Baker)								
Single Family Detached	889 DU	168	498	666	569	329	898	8,508
Condominium	1426 DU	242	714	956	642	470	1,112	11,622
Apartment	500 DU	50	205	255	200	110	310	3,360
Commercial (EQ)	120 TSF	112	72	184	319	346	665	7,645
Park	26 Acre	0	0	0	1	1	2	41
Business Park	200 TSF	240	46	286	60	198	258	2,552
Total Site 1 (Shea/Baker)		812	1,535	2,347	1,791	1,454	3,245	33,728
Site 2 (Portola Center)								
Zone 13								
Single Family Detached	93 DU	18	52	70	60	34	94	890
Zone 16								
Single Family Detached	199 DU	38	111	149	127	74	201	1,904
Park	5 Acre	0	0	0	0	0	0	8
Sub-Total		38	111	149	127	74	201	1,912

Table A-3 (cont.)
CITY PREFERRED PLAN LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Zone 17								
Single Family Detached	233 DU	44	130	174	149	86	235	2,230
Condominium	141 DU	24	71	95	63	47	110	1,149
Apartment	466 DU	47	191	238	186	103	289	3,132
Commercial (EQ)	178.72 TSF	145	93	238	414	448	862	9,905
Park	5 Acre	0	0	0	0	0	0	8
Sub-Total		260	485	745	812	684	1,496	16,424
Total Site 2 (Portola Center)								
Single Family Detached	525 DU	100	293	393	336	194	530	5,024
Condominium	141 DU	24	71	95	63	47	110	1,149
Apartment	466 DU	47	191	238	186	103	289	3,132
Commercial (EQ)	178.72 TSF	145	93	238	414	448	862	9,905
Park	10 Acre	0	0	0	0	0	0	16
Total Site 2 (Portola Center)		316	648	964	999	792	1,791	19,226
Total Site 3 (IRWD)								
Zone 44								
Apartment	833 DU	83	342	425	333	183	516	5,598
Park	11 Acre	0	0	0	0	0	0	17
Total Site 3 (IRWD)		83	342	425	333	183	516	5,615
Site 4 (Baker Ranch)								
Zone 62								
Condominium	475 DU	81	238	319	214	157	371	3,871
Commercial (EQ)	150 TSF	129	83	212	369	400	769	8,839
Park	4 Acre	0	0	0	0	0	0	6
Sub-Total		210	321	531	583	557	1,140	12,716
Zone 64								
No land uses for this zone								
Total Site 4 (Baker Ranch)								
Condominium	475 DU	81	238	319	214	157	371	3,871
Commercial (EQ)	150 TSF	129	83	212	369	400	769	8,839
Park	4 Acre	0	0	0	0	0	0	6
Total Site 4 (Baker Ranch)		210	321	531	583	557	1,140	12,716
Total Site 5 (Whisler/Greystone)								
Zone 60								
Single Family Detached	75 DU	14	42	56	48	28	76	718
Total Site 6 (Pacific Heritage)								
Zone 52								
Single Family Detached	85 DU	16	48	64	54	31	85	813

Table A-3 (cont.)
 CITY PREFERRED PLAN LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Total Site 7 (Nakase)								
Zone 37								
Government Facility	88 TSF	173	21	194	77	173	250	2,457
Business Park	1,159 TSF	1,391	267	1,658	348	1,147	1,495	14,788
Sports Park	39 Acre	0	0	0	133	160	293	2,098
Total Site 7 (Nakase)		1,564	288	1,852	558	1,480	2,038	19,343
Total Site 9 (Rados)								
Zone 63								
Business Park	200 TSF	240	46	286	60	198	258	2,552
Total Project Sites 1-7 and 9								
Single Family Detached	1,574 DU	298	881	1,179	1,007	582	1,589	15,063
Condominium	2,042 DU	347	1,023	1,370	919	674	1,593	16,642
Apartment	1,799 DU	180	738	918	719	396	1,115	12,090
Commercial (EQ)	448.72 TSF	386	248	634	1,102	1,194	2,296	26,389
Government Facility	88 TSF	173	21	194	77	173	250	2,457
Park	51 Acre	0	0	0	1	1	2	80
Business Park	1,559 TSF	1,871	359	2,230	468	1,543	2,011	19,892
Sports Park	39 Acre	0	0	0	133	160	293	2,098
Total Project Sites 1-7 and 9		3,255	3,270	6,525	4,426	4,723	9,149	94,711

Table A-4
ALTERNATIVE 7 (HYBRID ALTERNATIVE) LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Site 1 (Shea/Baker)								
Zone 31								
Single Family Detached	338 DU	64	189	253	216	125	341	3,235
Condominium	448 DU	76	224	300	202	148	350	3,651
Sub-Total		140	413	553	418	273	691	6,886
Zone 32								
Single Family Detached	76 DU	14	43	57	49	28	77	727
Condominium	365 DU	62	183	245	164	120	284	2,975
Park	26 Acre	0	0	0	1	1	2	41
Sub-Total		76	226	302	214	149	363	3,743
Zone 33								
Single Family Detached	359 DU	68	201	269	230	133	363	3,436
Condominium	437 DU	74	219	293	197	144	341	3,562
Sub-Total		142	420	562	427	277	704	6,998
Zone 34								
Single Family Detached	116 DU	22	65	87	74	43	117	1,110
Condominium	176 DU	30	88	118	79	58	137	1,434
Sub-Total		52	153	205	153	101	254	2,544
Zone 36								
Apartment	500 DU	50	205	255	200	110	310	3,360
Commercial (EQ)	120 TSF	112	72	184	319	346	665	7,645
Business Park	200 TSF	240	46	286	60	198	258	2,552
Sub-Total		402	323	725	579	654	1,233	13,557
Total Site 1 (Shea/Baker)								
Single Family Detached	889 DU	168	498	666	569	329	898	8,508
Condominium	1426 DU	242	714	956	642	470	1,112	11,622
Apartment	500 DU	50	205	255	200	110	310	3,360
Commercial (EQ)	120 TSF	112	72	184	319	346	665	7,645
Park	26 Acre	0	0	0	1	1	2	41
Business Park	200 TSF	240	46	286	60	198	258	2,552
Total Site 1 (Shea/Baker)		812	1,535	2,347	1,791	1,454	3,245	33,728
Site 2 (Portola Center)								
Zone 13								
Single Family Detached	84 DU	16	47	63	55	30	85	804
Park	1 Acre	0	0	0	0	0	0	2
Sub-Total		16	47	63	55	30	85	806
Zone 16								
Single Family Detached	199 DU	38	111	149	127	74	201	1,904
Park	1 Acre	0	0	0	0	0	0	2
Sub-Total		38	111	149	127	72	201	1,906

Table A-4 (cont.)

ALTERNATIVE 7 (HYBRID ALTERNATIVE) LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Zone 17								
Single Family Detached	198 DU	38	111	149	129	71	200	1,895
Condominium	367 DU	62	184	246	165	121	286	2,991
Apartment	82 DU	8	34	42	33	18	51	551
Commercial (EQ)	40 TSF	55	35	90	156	169	325	3,743
Park	6 Acre	0	0	0	0	0	0	10
Sub-Total		163	364	527	483	379	862	9,190
Total Site 2 (Portola Center)								
Single Family Detached	481 DU	92	269	361	313	173	486	4,603
Condominium	367 DU	62	184	246	165	121	286	2,991
Apartment	82 DU	8	34	42	33	18	51	551
Commercial (EQ)	40 TSF	55	35	90	156	169	325	3,743
Park	8 Acre	0	0	0	0	0	0	14
Total Site 2 (Portola Center)		217	522	739	667	481	1,148	11,902
Total Site 3 (IRWD)								
Zone 44								
Apartment	833 DU	83	342	425	333	183	516	5,598
Community Facility	44 TSF	36	7	43	100	108	208	2,002
Government Facility	44 TSF	87	11	98	39	87	126	1,228
Park	10 Acre	0	0	0	0	0	0	16
Total Site 3 (IRWD)		206	360	566	472	378	850	8,844
Site 4 (Baker Ranch)								
Zone 62								
Sports Park	50 Acre	1	0	1	170	205	375	2,690
Zone 64								
No land uses for this zone								
Total Site 4 (Baker Ranch)								
Sports Park	50 Acre	1	0	1	170	205	375	2,690
Total Site 5 (Whisler/Greystone)								
Zone 60								
Single Family Detached	75 DU	14	42	56	48	28	76	718
Total Site 6 (Pacific Heritage)								
Zone 52								
Single Family Detached	85 DU	16	48	64	54	31	85	813

Table A-4 (cont.)

ALTERNATIVE 7 (HYBRID ALTERNATIVE) LAND USE AND TRIP GENERATION SUMMARY

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Total Site 7 (Nakase)								
Zone 37								
Business Park	1841.7 TSF	2,210	424	2,634	553	1,823	2,376	23,500
Total Site 9 (Rados)								
Zone 63								
Sports Park	13 Acre	0	0	0	44	53	97	699
Total Project Sites 1-7 and 9								
Single Family Detached	1,530 DU	290	857	1,147	994	551	1,545	14,642
Condominium	1,793 DU	304	898	1,202	807	591	1,398	14,613
Apartment	1,415 DU	141	581	722	566	311	877	9,509
Commercial (EQ)	160 TSF	167	107	274	475	515	990	11,388
Community Facility	44 TSF	36	7	43	100	108	208	2,002
Government Facility	44 TSF	87	11	98	39	87	126	1,228
Park	44 Acre	0	0	0	1	1	2	71
Business Park	2,041.7 TSF	2,450	470	2,920	613	2,021	2,634	26,052
Sports Park	63 Acre	1	0	1	214	258	472	3,389
Total Project Sites 1-7 and 9		3,476	2,931	6,407	3,809	4,443	8,252	82,894

Appendix B

Intersection Capacity Utilization (ICU) Worksheets

This appendix summarizes information pertaining to the intersection analysis sections of the study.

ICU Calculation Methodology

The ICU calculation procedure is based on a critical movement methodology that shows the amount of capacity utilized by each critical movement at an intersection. A capacity of 1,700 vehicles per hour per lane is assumed together with a .05 clearance interval. 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:

$$\text{RTOG} = \text{V/C (NBT)}$$

Otherwise,

$$\text{RTOG} = \text{V/C (NBL)} + \text{V/C (SBT)} - \text{V/C (SBL)}$$

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

If WBL is critical move, then:

$$\text{RTOR} = \text{V/C (WBL)}$$

Otherwise,

$$\text{RTOR} = \text{V/C (EBL)} + \text{V/C (WBT)} - \text{V/C (EBT)}$$

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:

$$\begin{aligned} \text{RTOG} &= \text{RTOG} + \text{V/C (WBL)} \\ \text{RTOR} &= \text{RTOR} - \text{V/C (WBL)} \end{aligned}$$

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

$$\begin{aligned} \text{RTC} &= \text{RTOG} + \text{factor} \times \text{RTOR} \\ \text{Where factor} &= \text{RTOR saturation flow factor (0\% for County intersections,} \\ &75\% \text{ for intersections in all other jurisdictions within the study area)} \end{aligned}$$

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)

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

2. ALV for Each Approach

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

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

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:

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

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

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:

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

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

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:

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

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:

$$\text{V/C (Left)} = \text{V/C (Through)}$$

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

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

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.

Figure B-1 illustrates the intersections that were analyzed in this study. This is followed by AM and PM peak hour intersection capacity utilization (ICU) worksheets for existing and future traffic conditions. The ICU data set is presented according to intersection number and contains the following scenarios in the order shown:

- 2030 Current General Plan (GP)
- 2030 Alternative 7 (Hybrid Alternative)
- 2030 Alternative 7 (Hybrid Alternative) with Mitigation
- 2030 Alternative 7 (Hybrid Alternative) with Alternative Mitigation

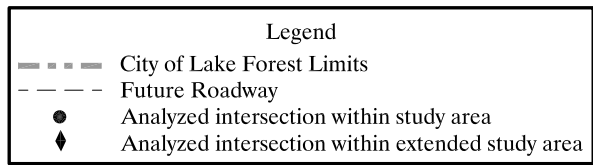
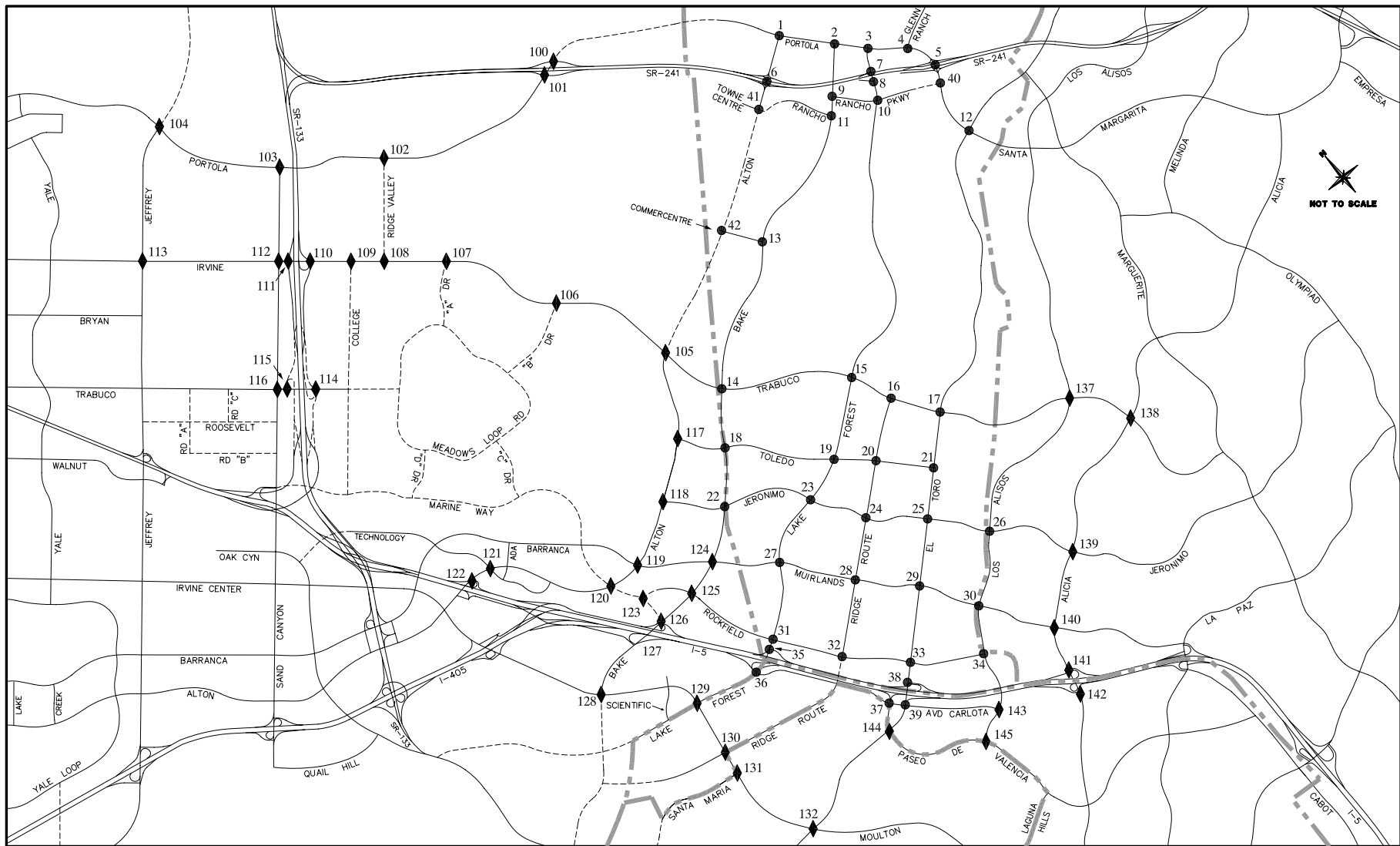


Figure B-1
2030 INTERSECTION LOCATION MAP

1. Alton & Portola

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	50	.03	220	.13*
NBT	2	3400	60	.02*	100	.03
NBR	f		220		540	
SBL	1	1700	170	.10*	70	.04
SBT	2	3400	90	.03	70	.02*
SBR	d	1700	0	.00	10	.01
EBL	2	3400	10	.00	10	.00
EBT	2	3400	1060	.31*	670	.20*
EBR	f		140		110	
WBL	2	3400	290	.09*	320	.09*
WBT	3	5100	750	.15	970	.19
WBR	f		80		130	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.57		.49	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	50	.03	170	.10*
NBT	2	3400	70	.02*	90	.03
NBR	f		300		570	
SBL	1	1700	160	.09*	60	.04
SBT	2	3400	80	.02	80	.02*
SBR	d	1700	0	.00	10	.01
EBL	2	3400	10	.00	10	.00
EBT	2	3400	860	.25*	750	.22*
EBR	f		100		110	
WBL	2	3400	330	.10*	370	.11*
WBT	3	5100	860	.17	860	.17
WBR	f		70		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.51		.50	

2. Bake & Portola

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	150	.09*	460	.27*
NBT	1.5	5100	130	{.04}	330	{.13}
NBR	1.5		110		890	
SBL	1	1700	130	.08	220	.13
SBT	2	3400	270	.08*	300	.09*
SBR	d	1700	270	.16	430	.25
EBL	1	1700	450	.26*	450	.26*
EBT	3	5100	530	.10	1020	.20
EBR	d	1700	190	.11	180	.11
WBL	2	3400	990	.29	620	.18
WBT	2	3400	820	.24*	1220	.36*
WBR	d	1700	130	.08	90	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 1.03

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11*	480	.28*
NBT	1.5	5100	170	.05	320	{.13}
NBR	1.5		90		890	
SBL	1	1700	140	.08	200	.12
SBT	2	3400	260	.08*	330	.10*
SBR	d	1700	290	.17	430	.25
EBL	1	1700	430	.25*	500	.29*
EBT	3	5100	460	.09	1000	.20
EBR	d	1700	180	.11	220	.13
WBL	2	3400	960	.28	570	.17
WBT	2	3400	860	.25*	1110	.33*
WBR	d	1700	110	.06	90	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 1.05

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11*	480	.28*
NBT	1.5	5100	170	.05	320	{.16}
NBR	1.5		90		890	
SBL	1	1700	140	.08	200	.12
SBT	2	3400	260	.08*	330	.10*
SBR	d	1700	290	.17	430	.25
EBL	1	1700	430	.25*	500	.29*
EBT	3	5100	460	.09	1000	.20
EBR	d	1700	180	.11	220	.13
WBL	2	3400	960	.28	570	.17
WBT	3	5100	860	.17*	1110	.22*
WBR	d	1700	110	.06	90	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .94

2030 Alternative 7 w/Alternative Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11*	480	.28*
NBT	1.5	5100	170	.05	320	{.17}
NBR	1.5		90		890	
SBL	1	1700	140	.08	200	.12
SBT	2	3400	260	.08*	330	.10*
SBR	d	1700	290	.17	430	.25
EBL	2	3400	430	.13*	500	.15*
EBT	3	5100	460	.09	1000	.20
EBR	d	1700	180	.11	220	.13
WBL	2	3400	960	.28	570	.17
WBT	2	3400	860	.25*	1110	.33*
WBR	d	1700	110	.06	90	.05
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .95

3. Lake Forest & Portola

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	50	.03	100	.06
NBT	2	3400	170	.05*	190	.06*
NBR	d	1700	350	.21	540	.32
SBL	1	1700	220	.13*	350	.21*
SBT	2	3400	100	.03	170	.05
SBR	d	1700	20	.01	20	.01
EBL	2	3400	20	.01*	20	.01
EBT	3	5100	750	.15	1720	.34*
EBR	d	1700	70	.04	50	.03
WBL	2	3400	640	.19	600	.18*
WBT	3	5100	2080	.41*	1410	.28
WBR	d	1700	310	.18	170	.10
Right Turn Adjustment					NBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.65		.96	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	40	.02	80	.05
NBT	2	3400	160	.05*	170	.05*
NBR	d	1700	210	.12	410	.24
SBL	1	1700	210	.12*	360	.21*
SBT	2	3400	90	.03	160	.05
SBR	d	1700	20	.01	20	.01
EBL	2	3400	20	.01*	20	.01
EBT	3	5100	670	.13	1730	.34*
EBR	d	1700	60	.04	40	.02
WBL	2	3400	550	.16	470	.14*
WBT	3	5100	2090	.41*	1280	.25
WBR	d	1700	320	.19	160	.09
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.64		.87	

4. Glenn Ranch & Portola

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	50	.03	70	.04
NBT	2	3400	30	.02*	30	.02*
NBR	0	0	30		90	.05
SBL	2	3400	490	.14*	690	.20*
SBT	2	3400	50	.01	30	.01
SBR	f		710		1120	
EBL	2	3400	830	.24*	1190	.35*
EBT	3	5100	470	.09	2030	.40
EBR	1	1700	20	.01	70	.04
WBL	2	3400	130	.04	60	.02
WBT	3	5100	2020	.40*	800	.16*
WBR	1	1700	250	.15	370	.22
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION			.85		.78	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	60	.04	90	.05
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	80	.05
SBL	2	3400	390	.11*	360	.11*
SBT	2	3400	50	.01	20	.01
SBR	f		960		800	
EBL	2	3400	500	.15*	1180	.35*
EBT	3	5100	620	.12	1910	.37
EBR	1	1700	30	.02	80	.05
WBL	2	3400	110	.03	50	.01
WBT	3	5100	1700	.33*	850	.17*
WBR	1	1700	80	.05	240	.14
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION			.65		.69	

5. Portola & SR-241 Ramps

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	460	.14	330	.10
NBT	3	5100	1200	.24*	880	.17*
NBR	f		80		240	
SBL	2	3400	260	.08*	1400	.41*
SBT	2	3400	530	.16	1330	.39
SBR	f		250		120	
EBL	1	1700	200	.12*	110	.06*
EBT	0	0	0		0	
EBR	f		320		390	
WBL	2	3400	320	.09	150	.04
WBT	0	0	0		0	
WBR	f		2140		460	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.49		.69

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	520	.15*	230	.07
NBT	3	5100	990	.19	860	.17*
NBR	f		80		250	
SBL	2	3400	240	.07	1170	.34*
SBT	2	3400	590	.17*	1130	.33
SBR	f		250		100	
EBL	1	1700	120	.07	100	.06*
EBT	0	0	0		0	
EBR	f		220		420	
WBL	2	3400	380	.11*	130	.04
WBT	0	0	0		0	
WBR	f		1780		390	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.48		.62

6. Alton & SR-241 Ramps

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	60	.04	530	.31*
NBT	3	5100	440	.09*	680	.13
NBR	f		270		1480	
SBL	1	1700	140	.08*	120	.07
SBT	3	5100	680	.13	710	.14*
SBR	f		20		60	
EBL	2	3400	130	.04	60	.02
EBT	0	0	0		0	
EBR	f		740		90	
WBL	2	3400	1470	.43*	510	.15*
WBT	0	0	0		0	
WBR	f		180		150	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.65		.65

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	120	.07*	310	.18*
NBT	3	5100	470	.09	760	.15
NBR	f		320		1170	
SBL	1	1700	130	.08	80	.05
SBT	3	5100	750	.15*	690	.14*
SBR	f		20		110	
EBL	2	3400	180	.05	70	.02
EBT	0	0	0		0	
EBR	f		400		120	
WBL	2	3400	1210	.36*	540	.16*
WBT	0	0	0		0	
WBR	f		110		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.63		.53

7. Lake Forest & SR-241 NB

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	80	.02	530	.16*
NBT	2	3400	1100	.32*	1230	.36
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	770	.23	1010	.30*
SBR	1	1700	10	.01	290	.17
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	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.37		.51

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	100	.03	410	.12*
NBT	2	3400	890	.26*	1020	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	610	.18	920	.27*
SBR	1	1700	10	.01	210	.12
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	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.31		.44

8. Lake Forest & SR-241 SB

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3400	950	.28*	1660	.49*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	770	.23	1020	.30
SBR	0	0	0		0	
EBL	2	3400	270	.08*	100	.03*
EBT	0	0	0		0	
EBR	1	1700	590	.35	200	.12
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.23*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.64		.57

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3400	810	.24*	1320	.39*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	610	.18	920	.27
SBR	0	0	0		0	
EBL	2	3400	210	.06*	100	.03*
EBT	0	0	0		0	
EBR	1	1700	430	.25	190	.11
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.14*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.49		.47

9. Bake & Rancho N

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3400	700	.21	1790	.53*
NBR	d	1700	540	.32	840	.49
SBL	1	1700	150	.09	180	.11*
SBT	2	3400	1700	.50*	850	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	700	.21*	730	.21*
WBT	0	0	0		0	
WBR	2	3400	50	.01	280	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.76		.90

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3400	820	.24	1770	.52*
NBR	d	1700	540	.32	710	.42
SBL	1	1700	140	.08	190	.11*
SBT	2	3400	1620	.48*	900	.26
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	630	.19*	620	.18*
WBT	0	0	0		0	
WBR	2	3400	50	.01	280	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.72		.86

10. Lake Forest & Rancho

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	220	.13	320	.19
NBT	2	3400	830	.24*	1270	.37*
NBR	d	1700	420	.25	600	.35
SBL	1	1700	310	.18*	230	.14*
SBT	2	3400	900	.26	930	.27
SBR	d	1700	220	.13	120	.07
EBL	1	1700	30	.02	160	.09
EBT	1	1700	350	.21*	810	.48*
EBR	1	1700	80	.05	190	.11
WBL	1	1700	470	.28*	470	.28*
WBT	2	3400	930	.27	630	.19
WBR	1	1700	110	.06	360	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.96		1.32

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11*	310	.18*
NBT	2	3400	780	.23	1190	.35
NBR	d	1700	300	.18	640	.38
SBL	1	1700	120	.07	70	.04
SBT	2	3400	800	.24*	990	.29*
SBR	d	1700	180	.11	110	.06
EBL	1	1700	30	.02	130	.08
EBT	1	1700	280	.16*	720	.42*
EBR	1	1700	90	.05	180	.11
WBL	1	1700	540	.32*	330	.19*
WBT	2	3400	860	.25	490	.14
WBR	1	1700	30	.02	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.88		1.13

11. Bake & Rancho S

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	120	.07*	70	.04
NBT	2	3400	1040	.31	2270	.67*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1930	.57*	1350	.40
SBR	1	1700	390	.23	340	.20
EBL	2	3400	250	.07*	390	.11*
EBT	0	0	0		0	
EBR	1	1700	30	.02	130	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.76		.83

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	180	.11*	160	.09
NBT	2	3400	1080	.32	2010	.59*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1690	.50*	1180	.35
SBR	1	1700	490	.29	450	.26
EBL	2	3400	330	.10*	500	.15*
EBT	0	0	0		0	
EBR	1	1700	130	.08	210	.12
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.76		.79

12. El Toro & Portola/Santa M

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	610	.36*	580	.34*
NBT	3	5100	230	.05	620	.12
NBR	f		280		470	
SBL	1	1700	60	.04	350	.21
SBT	3	5100	730	.14*	670	.13*
SBR	1	1700	380	.22	750	.44
EBL	2	3400	60	.02*	620	.18
EBT	3	5100	580	.11	1850	.36*
EBR	1	1700	510	.30	940	.55
WBL	2	3400	550	.16	400	.12*
WBT	4	6800	2190	.32*	1210	.18
WBR	d	1700	30	.02	50	.03
Right Turn Adjustment			SBR	.06*	SBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.95		1.08

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	410	.24*	430	.25*
NBT	3	5100	180	.04	660	.13
NBR	f		310		510	
SBL	1	1700	60	.04	340	.20
SBT	3	5100	820	.16*	610	.12*
SBR	1	1700	400	.24	730	.43
EBL	2	3400	60	.02*	560	.16
EBT	3	5100	620	.12	1670	.33*
EBR	1	1700	410	.24	760	.45
WBL	2	3400	600	.18	440	.13*
WBT	4	6800	1940	.29*	1070	.16
WBR	d	1700	20	.01	50	.03
Right Turn Adjustment			SBR	.06*	SBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.82		.96

13. Bake & Commercentre

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05*	10	.01
NBT	2	3400	1160	.34	1370	.40*
NBR	d	1700	780	.46	170	.10
SBL	1	1700	30	.02	50	.03*
SBT	2	3400	1170	.34*	1040	.31
SBR	d	1700	70	.04	20	.01
EBL	1	1700	130	.08	190	.11
EBT	2	3400	250	.08*	50	.03*
EBR	0	0	30		70	.04
WBL	2	3400	140	.04*	700	.21*
WBT	1	1700	20	.02	150	.11
WBR	0	0	20		40	
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.62		.72

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	80	.05*	10	.01
NBT	2	3400	1040	.31	1420	.42*
NBR	d	1700	680	.40	250	.15
SBL	1	1700	30	.02	50	.03*
SBT	2	3400	1390	.41*	950	.28
SBR	d	1700	100	.06	40	.02
EBL	1	1700	90	.05	200	.12
EBT	2	3400	170	.07*	90	.05*
EBR	0	0	60		70	
WBL	2	3400	310	.09*	640	.19*
WBT	1	1700	80	.06	90	.07
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.67		.74

14. Bake & Irvine/Trabuco

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	690	.41*	640	.38*
NBT	2	3400	1560	.46	1200	.35
NBR	1	1700	200	.12	630	.37
SBL	2	3400	40	.01	210	.06
SBT	3	5100	910	.18*	1630	.32*
SBR	1	1700	220	.13	300	.18
EBL	2	3400	420	.12*	320	.09
EBT	3	5100	370	.07	1340	.26*
EBR	1	1700	700	.41	540	.32
WBL	2	3400	870	.26	280	.08*
WBT	3	5100	1570	.31*	580	.11
WBR	1	1700	210	.12	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.07 1.09

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	630	.37*	630	.37*
NBT	2	3400	1280	.38	1370	.40
NBR	1	1700	220	.13	660	.39
SBL	2	3400	40	.01	180	.05
SBT	3	5100	1360	.27*	1420	.28*
SBR	1	1700	180	.11	340	.20
EBL	2	3400	480	.14*	270	.08
EBT	3	5100	400	.08	1350	.26*
EBR	1	1700	640	.38	560	.33
WBL	2	3400	910	.27	320	.09*
WBT	3	5100	1550	.30*	600	.12
WBR	1	1700	190	.11	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.13 1.05

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	630	.19*	630	.19*
NBT	2	3400	1280	.38	1370	.40
NBR	1	1700	220	.13	660	.39
SBL	2	3400	40	.01	180	.05
SBT	3	5100	1360	.27*	1420	.28*
SBR	1	1700	180	.11	340	.20
EBL	2	3400	480	.14	270	.08
EBT	2.5	6800	400	.12*	1350	{.26}*
EBR	1.5		640		560	{.19}
WBL	2	3400	910	.27*	320	.09*
WBT	4	6800	1550	.23	600	.09
WBR	d	1700	190	.11	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 .87

15. Lake Forest & Trabuco

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	280	.08*	260	.08*
NBT	3	5100	990	.19	1020	.20
NBR	1	1700	70	.04	700	.41
SBL	2	3400	320	.09	410	.12
SBT	3	5100	1000	.25*	1110	.25*
SBR	0	0	250		160	
EBL	2	3400	180	.05*	290	.09
EBT	3	5100	660	.13	1450	.28*
EBR	1	1700	420	.25	220	.13
WBL	2	3400	650	.19	270	.08*
WBT	3	5100	1360	.27*	710	.14
WBR	1	1700	460	.27	460	.27
Right Turn Adjustment			EBR	.06*	NBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .88

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	270	.08*	270	.08*
NBT	3	5100	840	.16	1090	.21
NBR	1	1700	70	.04	750	.44
SBL	2	3400	340	.10	320	.09
SBT	3	5100	1190	.28*	1110	.25*
SBR	0	0	260		150	
EBL	2	3400	180	.05	310	.09
EBT	3	5100	690	.14*	1420	.28*
EBR	1	1700	440	.26	210	.12
WBL	2	3400	700	.21*	230	.07*
WBT	3	5100	1320	.26	760	.15
WBR	1	1700	350	.21	490	.29
Right Turn Adjustment			EBR	.06*	NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .88

16. Ridge Route & Trabuco

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	290	.17*	260	.15*
NBT	0	0	0		0	
NBR	1	1700	80	.05	330	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	790	.15	2140	.42*
EBR	d	1700	130	.08	220	.13
WBL	1	1700	260	.15	110	.06*
WBT	3	5100	1930	.38*	1070	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .68

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	250	.15*	280	.16*
NBT	0	0	0		0	
NBR	1	1700	70	.04	380	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	820	.16	2070	.41*
EBR	d	1700	170	.10	230	.14
WBL	1	1700	290	.17	110	.06*
WBT	3	5100	1850	.36*	1090	.21
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .69

17. El Toro & Trabuco

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	530	.16*	460	.14
NBT	3	5100	1410	.30	1560	.45*
NBR	0	0	140		710	
SBL	2	3400	270	.08	290	.09*
SBT	3	5100	1730	.34*	1160	.23
SBR	1	1700	270	.16	170	.10
EBL	2	3400	140	.04*	600	.18
EBT	3	5100	320	.09	1240	.33*
EBR	0	0	350	.21	460	
WBL	2	3400	310	.09	230	.07*
WBT	3	5100	1250	.30*	510	.13
WBR	0	0	270		170	
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .89 .99

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	490	.14*	530	.16
NBT	3	5100	1210	.26	1660	.46*
NBR	0	0	140		690	
SBL	2	3400	270	.08	270	.08*
SBT	3	5100	1900	.37*	1070	.21
SBR	1	1700	310	.18	110	.06
EBL	2	3400	140	.04*	660	.19
EBT	3	5100	330	.10	1240	.32*
EBR	0	0	370	.22	370	
WBL	2	3400	320	.09	230	.07*
WBT	3	5100	1220	.28*	510	.13
WBR	0	0	230		150	
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .88 .98

18. Bake & Toledo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	220	.13*	40	.02
NBT	3	5100	2170	.43	2020	.40*
NBR	d	1700	20	.01	320	.19
SBL	1	1700	60	.04	120	.07*
SBT	3	5100	2060	.40*	2250	.44
SBR	d	1700	120	.07	60	.04
EBL	2	3400	120	.04*	180	.05
EBT	2	3400	20	.01	410	.12*
EBR	1	1700	30	.02	240	.14
WBL	1	1700	270	.16	30	.02*
WBT	2	3400	590	.20*	50	.03
WBR	0	0	80		90	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .66

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	240	.14*	40	.02
NBT	3	5100	1870	.37	2170	.43*
NBR	d	1700	20	.01	320	.19
SBL	1	1700	60	.04	100	.06*
SBT	3	5100	2380	.47*	2150	.42
SBR	d	1700	210	.12	60	.04
EBL	2	3400	110	.03*	200	.06
EBT	2	3400	20	.01	430	.13*
EBR	1	1700	30	.02	230	.14
WBL	1	1700	270	.16	30	.02*
WBT	2	3400	620	.21*	50	.03
WBR	0	0	80		100	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 .69

19. Lake Forest & Toledo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	60	.04*	60	.04
NBT	3	5100	940	.18	1500	.29*
NBR	d	1700	30	.02	80	.05
SBL	1	1700	60	.04	60	.04*
SBT	3	5100	1510	.30*	1190	.23
SBR	d	1700	50	.03	80	.05
EBL	1	1700	20	.01	50	.03
EBT	2	3400	100	.05*	330	.13*
EBR	0	0	70		100	
WBL	1	1700	210	.12*	40	.02*
WBT	2	3400	350	.11	80	.04
WBR	0	0	40		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .53

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	70	.04*	60	.04
NBT	3	5100	800	.16	1610	.32*
NBR	d	1700	30	.02	110	.06
SBL	1	1700	50	.03	50	.03*
SBT	3	5100	1720	.34*	1160	.23
SBR	d	1700	50	.03	80	.05
EBL	1	1700	20	.01	60	.04
EBT	2	3400	100	.05*	330	.12*
EBR	0	0	80		90	
WBL	1	1700	240	.14*	60	.04*
WBT	2	3400	320	.10	90	.04
WBR	0	0	30		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .56

20. Ridge Route & Toledo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	50	.03*	40	.02
NBT	2	3400	270	.11	400	.13*
NBR	0	0	100		40	
SBL	1	1700	60	.04	70	.04*
SBT	2	3400	360	.13*	200	.06
SBR	0	0	70		20	
EBL	1	1700	50	.03*	80	.05
EBT	2	3400	140	.05	470	.15*
EBR	0	0	30		50	
WBL	1	1700	180	.11	70	.04*
WBT	2	3400	500	.17*	90	.05
WBR	0	0	70		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .41 .41

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	40	.02*	40	.02
NBT	2	3400	260	.11	450	.15*
NBR	0	0	100		50	
SBL	1	1700	60	.04	60	.04*
SBT	2	3400	370	.14*	200	.06
SBR	0	0	100		20	
EBL	1	1700	50	.03*	80	.05
EBT	2	3400	150	.05	510	.16*
EBR	0	0	30		50	
WBL	1	1700	200	.12	50	.03*
WBT	2	3400	480	.16*	110	.06
WBR	0	0	70		90	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .43

21. El Toro & Toledo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	140	.08*	110	.06
NBT	3	5100	2060	.40	2320	.45*
NBR	d	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01*
SBT	3	5100	1990	.39*	1770	.35
SBR	d	1700	420	.25	90	.05
EBL	1.5		60		380	
EBT	0.5	3400	10	.02*	20	.12*
EBR	1	1700	100	.06	170	.10
WBL	0	0	20		10	
WBT	1	1700	20	.03*	10	.02*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .57 .65

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	150	.09*	120	.07
NBT	3	5100	1810	.35	2480	.49*
NBR	d	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01*
SBT	3	5100	2210	.43*	1610	.32
SBR	d	1700	420	.25	110	.06
EBL	1.5		60		420	
EBT	0.5	3400	10	.02*	20	.13*
EBR	1	1700	100	.06	170	.10
WBL	0	0	20		10	
WBT	1	1700	20	.03*	10	.02*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .62 .70

22. Bake & Jeronimo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	410	.24*	40	.02
NBT	3	5100	1980	.39	2210	.43*
NBR	d	1700	40	.02	410	.24
SBL	1	1700	60	.04	120	.07*
SBT	3	5100	2160	.42*	2300	.45
SBR	d	1700	50	.03	10	.01
EBL	2	3400	10	.00	80	.02
EBT	2	3400	60	.02	690	.20*
EBR	1	1700	60	.04	310	.18
WBL	1	1700	330	.19	120	.07*
WBT	2	3400	660	.23*	120	.06
WBR	0	0	130		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.94		.82

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	430	.25*	40	.02
NBT	3	5100	1720	.34	2340	.46*
NBR	d	1700	40	.02	380	.22
SBL	1	1700	60	.04	130	.08*
SBT	3	5100	2470	.48*	2160	.42
SBR	d	1700	50	.03	10	.01
EBL	2	3400	10	.00	90	.03
EBT	2	3400	70	.02	730	.21*
EBR	1	1700	50	.03	280	.16
WBL	1	1700	330	.19	120	.07*
WBT	2	3400	690	.24*	130	.06
WBR	0	0	110		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				1.02		.87

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	430	.13*	40	.01
NBT	3	5100	1720	.34	2340	.46*
NBR	d	1700	40	.02	380	.22
SBL	1	1700	60	.04	130	.08*
SBT	3	5100	2470	.48*	2160	.42
SBR	d	1700	50	.03	10	.01
EBL	2	3400	10	.00	90	.03
EBT	2	3400	70	.02	730	.21*
EBR	1	1700	50	.03	280	.16
WBL	1	1700	330	.19	120	.07*
WBT	2	3400	690	.24*	130	.06
WBR	0	0	110		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.90		.87

23. Lake Forest & Jeronimo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	130	.08*	70	.04
NBT	3	5100	920	.18	1740	.34*
NBR	1	1700	120	.07	210	.12
SBL	1	1700	200	.12	120	.07*
SBT	3	5100	1170	.23*	1160	.23
SBR	1	1700	390	.23	170	.10
EBL	1	1700	70	.04	140	.08
EBT	2	3400	310	.12*	840	.27*
EBR	0	0	110		70	
WBL	1	1700	490	.29*	270	.16*
WBT	2	3400	590	.25	280	.11
WBR	0	0	260		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .89

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	100	.06*	60	.04
NBT	3	5100	780	.15	1850	.36*
NBR	1	1700	150	.09	290	.17
SBL	1	1700	210	.12	120	.07*
SBT	3	5100	1460	.29*	1120	.22
SBR	1	1700	350	.21	190	.11
EBL	1	1700	80	.05	170	.10
EBT	2	3400	310	.12*	800	.26*
EBR	0	0	110		70	
WBL	1	1700	400	.24*	260	.15*
WBT	2	3400	680	.28	290	.11
WBR	0	0	260		90	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .89

24. Ridge Route & Jeronimo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11*	60	.04
NBT	2	3400	320	.09	420	.12*
NBR	d	1700	70	.04	270	.16
SBL	1	1700	10	.01	60	.04*
SBT	2	3400	270	.08*	250	.07
SBR	d	1700	40	.02	60	.04
EBL	1	1700	140	.08	60	.04
EBT	2	3400	650	.22*	1210	.38*
EBR	0	0	110		70	
WBL	1	1700	80	.05*	170	.10*
WBT	2	3400	460	.15	440	.15
WBR	0	0	60		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .69

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	180	.11*	60	.04
NBT	2	3400	320	.09	450	.13*
NBR	d	1700	70	.04	290	.17
SBL	1	1700	10	.01	70	.04*
SBT	2	3400	310	.09*	210	.06
SBR	d	1700	30	.02	70	.04
EBL	1	1700	130	.08	80	.05
EBT	2	3400	680	.24*	1220	.38*
EBR	0	0	130		70	
WBL	1	1700	90	.05*	180	.11*
WBT	2	3400	460	.15	430	.15
WBR	0	0	50		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .71

25. El Toro & Jeronimo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	130	.08	80	.05
NBT	3	5100	1880	.37*	1750	.34*
NBR	1	1700	250	.15	280	.16
SBL	1	1700	410	.24*	330	.19*
SBT	3	5100	1590	.31	1240	.24
SBR	d	1700	170	.10	390	.23
EBL	1	1700	120	.07*	330	.19*
EBT	2	3400	260	.10	520	.22
EBR	0	0	70		240	
WBL	2	3400	570	.17	280	.08
WBT	2	3400	790	.23*	580	.17*
WBR	1	1700	130	.08	320	.19
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .96 .94

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	130	.08	80	.05
NBT	3	5100	1640	.32*	1930	.38*
NBR	1	1700	290	.17	270	.16
SBL	1	1700	390	.23*	220	.13*
SBT	3	5100	1870	.37	1220	.24
SBR	d	1700	150	.09	400	.24
EBL	1	1700	140	.08*	330	.19*
EBT	2	3400	250	.10	580	.23
EBR	0	0	80		190	
WBL	2	3400	500	.15	280	.08
WBT	2	3400	820	.24*	570	.17*
WBR	1	1700	140	.08	350	.21
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .92 .92

26. Los Alisos & Jeronimo

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	180	.11*	140	.08
NBT	3	5100	740	.15	1510	.30*
NBR	d	1700	310	.18	290	.17
SBL	1	1700	290	.17	260	.15*
SBT	3	5100	1250	.25*	1040	.20
SBR	d	1700	480	.28	160	.09
EBL	1	1700	180	.11*	390	.23
EBT	2	3400	560	.16	1160	.34*
EBR	d	1700	260	.15	280	.16
WBL	1	1700	250	.15	200	.12*
WBT	2	3400	1310	.39*	500	.15
WBR	1	1700	220	.13	270	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .91 .96

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	180	.11*	160	.09
NBT	3	5100	700	.14	1530	.30*
NBR	d	1700	280	.16	350	.21
SBL	1	1700	280	.16	260	.15*
SBT	3	5100	1430	.28*	1010	.20
SBR	d	1700	450	.26	150	.09
EBL	1	1700	170	.10*	400	.24
EBT	2	3400	580	.17	1090	.32*
EBR	d	1700	230	.14	270	.16
WBL	1	1700	270	.16	200	.12*
WBT	2	3400	1300	.38*	510	.15
WBR	1	1700	160	.09	270	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 .94

27. Lake Forest & Muirlands

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	40	.01*	120	.04
NBT	3	5100	810	.16	1470	.29*
NBR	1	1700	140	.08	530	.31
SBL	2	3400	60	.02	140	.04*
SBT	3	5100	1730	.34*	1230	.24
SBR	1	1700	130	.08	100	.06
EBL	2	3400	70	.02*	500	.15
EBT	2	3400	280	.08	1160	.34*
EBR	1	1700	90	.05	180	.11
WBL	2	3400	390	.11	320	.09*
WBT	2	3400	920	.27*	300	.09
WBR	1	1700	150	.09	120	.07
Clearance Interval				.05*	.05*	
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .69 .81

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	40	.01*	110	.03
NBT	3	5100	710	.14	1600	.31*
NBR	1	1700	130	.08	560	.33
SBL	2	3400	70	.02	150	.04*
SBT	3	5100	1860	.36*	1190	.23
SBR	1	1700	210	.12	110	.06
EBL	2	3400	70	.02*	560	.16
EBT	2	3400	300	.09	1110	.33*
EBR	1	1700	80	.05	170	.10
WBL	2	3400	460	.14	330	.10*
WBT	2	3400	860	.25*	310	.09
WBR	1	1700	130	.08	110	.06
Clearance Interval				.05*	.05*	
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .69 .83

28. Ridge Route & Muirlands

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05*	130	.08*
NBT	2	3400	320	.09	410	.12
NBR	d	1700	140	.08	310	.18
SBL	1	1700	10	.01	90	.05
SBT	2	3400	300	.11*	290	.09*
SBR	0	0	60		30	
EBL	1	1700	20	.01*	90	.05
EBT	2	3400	480	.14	1550	.46*
EBR	1	1700	50	.03	90	.05
WBL	1	1700	140	.08	210	.12*
WBT	2	3400	1240	.36*	650	.19
WBR	1	1700	70	.04	80	.05
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .58 .80

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05*	150	.09
NBT	2	3400	310	.09	470	.14*
NBR	d	1700	140	.08	330	.19
SBL	1	1700	10	.01	90	.05*
SBT	2	3400	350	.12*	290	.09
SBR	0	0	70		20	
EBL	1	1700	30	.02*	100	.06
EBT	2	3400	480	.14	1520	.45*
EBR	1	1700	60	.04	90	.05
WBL	1	1700	150	.09	220	.13*
WBT	2	3400	1210	.36*	670	.20
WBR	1	1700	70	.04	80	.05
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .60 .82

29. El Toro & Muirlands

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	110	.03	210	.06
NBT	3	5100	1810	.35*	1530	.30*
NBR	1	1700	90	.05	410	.24
SBL	2	3400	180	.05*	370	.11*
SBT	3	5100	1750	.34	1270	.25
SBR	1	1700	290	.17	70	.04
EBL	2	3400	110	.03*	220	.06
EBT	2	3400	320	.09	1000	.29*
EBR	1	1700	130	.08	360	.21
WBL	2	3400	300	.09	320	.09*
WBT	2	3400	930	.27*	590	.17
WBR	1	1700	250	.15	320	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.75	.84	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	100	.03*	220	.06
NBT	3	5100	1680	.33	1660	.33*
NBR	1	1700	80	.05	400	.24
SBL	2	3400	220	.06	300	.09*
SBT	3	5100	1980	.39*	1250	.25
SBR	1	1700	260	.15	70	.04
EBL	2	3400	120	.04*	230	.07
EBT	2	3400	300	.09	1030	.30*
EBR	1	1700	140	.08	320	.19
WBL	2	3400	320	.09	300	.09*
WBT	2	3400	920	.27*	620	.18
WBR	1	1700	190	.11	320	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.78	.86	

30. Los Alisos & Muirlands

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	280	.16*	260	.15
NBT	3	5100	820	.18	1740	.39*
NBR	0	0	80		240	
SBL	1	1700	360	.21	310	.18*
SBT	3	5100	1190	.23*	900	.18
SBR	d	1700	200	.12	250	.15
EBL	1	1700	220	.13*	380	.22*
EBT	2	3400	380	.15	930	.35
EBR	0	0	140		260	
WBL	1	1700	220	.13	140	.08
WBT	2	3400	1390	.46*	570	.24*
WBR	0	0	170		230	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.03 1.08

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	260	.15*	240	.14
NBT	3	5100	780	.17	1790	.40*
NBR	0	0	80		260	
SBL	1	1700	340	.20	310	.18*
SBT	3	5100	1310	.26*	870	.17
SBR	d	1700	270	.16	260	.15
EBL	1	1700	200	.12*	410	.24*
EBT	2	3400	400	.16	880	.33
EBR	0	0	150		230	
WBL	1	1700	230	.14	140	.08
WBT	2	3400	1300	.44*	590	.24*
WBR	0	0	180		240	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.02 1.11

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	260	.08*	240	.07
NBT	3	5100	780	.15	1790	.35*
NBR	d	1700	80	.05	260	.15
SBL	2	3400	340	.10	310	.09*
SBT	3	5100	1310	.26*	870	.17
SBR	d	1700	270	.16	260	.15
EBL	2	3400	200	.06*	410	.12
EBT	2	3400	400	.16	880	.33*
EBR	0	0	150		230	
WBL	1	1700	230	.14	140	.08*
WBT	2	3400	1300	.44*	590	.24
WBR	0	0	180		240	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .90

31. Lake Forest & Rockfield

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	560	.16*	630	.19
NBT	3	5100	1280	.25	1870	.37*
NBR	1	1700	170	.10	300	.18
SBL	2	3400	170	.05	200	.06*
SBT	4	6800	2000	.31*	1340	.21
SBR	0	0	110		120	
EBL	2	3400	60	.02*	260	.08
EBT	2	3400	180	.05	790	.23*
EBR	2	3400	210	.06	260	.08
WBL	2	3400	370	.11	490	.14*
WBT	2	3400	750	.22*	300	.09
WBR	1	1700	150	.09	250	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.76		.85

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	540	.16*	630	.19
NBT	3	5100	1140	.22	2000	.39*
NBR	1	1700	180	.11	320	.19
SBL	2	3400	170	.05	180	.05*
SBT	4	6800	2150	.33*	1300	.21
SBR	0	0	120		120	
EBL	2	3400	70	.02*	270	.08
EBT	2	3400	180	.05	830	.24*
EBR	2	3400	220	.06	260	.08
WBL	2	3400	370	.11	500	.15*
WBT	2	3400	810	.24*	300	.09
WBR	1	1700	140	.08	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.80		.88

32. Ridge Route & Rockfield

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		280		270	
NBT	1.5	3400	130	.19*	580	.38*
NBR	0		240		440	
SBL	0.5		90		70	
SBT	1.5	3400	400	.17*	370	.14*
SBR	0		80		40	
EBL	1	1700	40	.02	80	.05
EBT	2	3400	200	.10*	1440	.50*
EBR	0	0	140		270	
WBL	1	1700	420	.25*	210	.12*
WBT	2	3400	660	.21	500	.17
WBR	0	0	50		80	
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .76 1.19

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		280		270	
NBT	1.5	3400	160	.21*	660	.40*
NBR	0		270		440	
SBL	0.5		90		70	
SBT	1.5	3400	480	.20*	390	.15*
SBR	0		100		40	
EBL	1	1700	50	.03	100	.06
EBT	2	3400	230	.10*	1480	.51*
EBR	0	0	120		240	
WBL	1	1700	490	.29*	240	.14*
WBT	2	3400	700	.22	510	.17
WBR	0	0	60		80	
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .85 1.25

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		280	.16*	270	
NBT	1.5	3400	160	.09	660	.27*
NBR	d	1700	270	.16	440	.26
SBL	0.5		90		70	
SBT	1.5	3400	480	.20*	390	.15*
SBR	0		100		40	
EBL	1	1700	50	.03	100	.06
EBT	2	3400	230	.10*	1480	.51*
EBR	0	0	120		240	
WBL	1	1700	490	.29*	240	.14*
WBT	2	3400	700	.22	510	.17
WBR	0	0	60		80	
Clearance Interval				.05*	.05*	
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .80 1.12

33. El Toro & Rockfield

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	230	.07*	310	.09*
NBT	4	6800	1160	.17	1260	.19
NBR	d	1700	50	.03	200	.12
SBL	2	3400	180	.05	290	.09
SBT	4	6800	1530	.27*	1580	.25*
SBR	0	0	290		130	
EBL	2	3400	310	.09*	700	.21
EBT	2	3400	100	.03	920	.27*
EBR	f		100		180	
WBL	2	3400	410	.12	280	.08*
WBT	2	3400	330	.10*	390	.11
WBR	1	1700	250	.15	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.58		.74

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	210	.06*	320	.09*
NBT	4	6800	1020	.15	1360	.20
NBR	d	1700	60	.04	210	.12
SBL	2	3400	180	.05	260	.08
SBT	4	6800	1710	.30*	1540	.24*
SBR	0	0	320		120	
EBL	2	3400	300	.09*	730	.21
EBT	2	3400	90	.03	890	.26*
EBR	f		100		180	
WBL	2	3400	430	.13	270	.08*
WBT	2	3400	340	.10*	390	.11
WBR	1	1700	190	.11	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.60		.72

34. Los Alisos & Rockfield

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	410	.24*	410	.24*
NBT	2	3400	1010	.30	1630	.48
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	900	.45*	1010	.38*
SBR	0	0	620		270	
EBL	1.5		210		660	
EBT	0.5	3400	90	.09*	50	.21*
EBR	1	1700	230	.14	460	.27
WBL	0	0	20		20	
WBT	1	1700	110	.08*	70	.05*
WBR	d	1700	40	.02	20	.01
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.91		.93

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	350	.21*	400	.24*
NBT	2	3400	960	.29	1700	.50
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	990	.48*	950	.36*
SBR	0	0	650		270	
EBL	1.5		200		620	
EBT	0.5	3400	90	.09*	50	.20*
EBR	1	1700	210	.12	450	.26
WBL	0	0	20		20	
WBT	1	1700	110	.08*	70	.05*
WBR	d	1700	40	.02	20	.01
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.91		.90

35. Lake Forest & I-5 NB

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1860	.36*	2490	.49*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1350	.26	1430	.28
SBR	f		1240		1120	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	900	.26*	340	.10*
WBT	0	0	0		0	
WBR	2	3400	630	.19	370	.11
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.67		.65	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1710	.34*	2620	.51*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1460	.29	1450	.28
SBR	f		1300		1090	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	880	.26*	340	.10*
WBT	0	0	0		0	
WBR	2	3400	600	.18	380	.11
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.65		.67	

36. Lake Forest & I-5/Carlota

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	4	6800	790	.13	1700	.28*
NBR	0	0	100		200	
SBL	2	3400	330	.10	370	.11*
SBT	3	5100	1410	.28*	890	.17
SBR	f		470		570	
EBL	2.5		1150		1690	
EBT	1.5	6800	570	.25*	1030	.40*
EBR	1	1700	560	.33	350	.21
WBL	1	1700	260	.15*	250	.15*
WBT	0	0	0		0	
WBR	2	3400	110	.03	410	.12
Right Turn Adjustment			EBR	.08*		
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			.81		.99	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	4	6800	770	.13	1730	.28*
NBR	0	0	90		200	
SBL	2	3400	340	.10	370	.11*
SBT	3	5100	1470	.29*	920	.18
SBR	f		460		560	
EBL	2.5		1020		1750	
EBT	1.5	6800	570	.23*	1020	.41*
EBR	1	1700	540	.32	320	.19
WBL	1	1700	270	.16*	250	.15*
WBT	0	0	0		0	
WBR	2	3400	110	.03	410	.12
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			.82		1.00	

37. Paseo De Valencia & Carlota

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	350	.10*	280	.08*
NBT	2	3400	30	.02	100	.06
NBR	0	0	50	.03	280	.16
SBL	2	3400	1150	.34*	1310	.39*
SBT	2	3400	710	.21	510	.16
SBR	0	0	10		50	
EBL	2	3400	120	.04*	560	.16*
EBT	2	3400	190	.06	520	.15
EBR	1	1700	100	.06	830	.49
WBL	1	1700	30	.02	50	.03
WBT	2	3400	480	.14*	360	.11*
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment					EBR	.19*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .67 .98

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	370	.11*	280	.08*
NBT	2	3400	30	.02	100	.06
NBR	0	0	50	.03	280	.16
SBL	2	3400	1070	.31*	1440	.42*
SBT	2	3400	740	.22	500	.16
SBR	0	0	10		60	
EBL	2	3400	120	.04*	560	.16*
EBT	2	3400	190	.06	530	.16
EBR	1	1700	100	.06	830	.49
WBL	1	1700	30	.02	50	.03
WBT	2	3400	460	.14*	370	.11*
WBR	1	1700	510	.30	510	.30
Right Turn Adjustment					EBR	.19*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .65 1.01

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	370	.11*	280	.08*
NBT	2	3400	30	.02	100	.06
NBR	0	0	50	.03	280	.16
SBL	2.5		1070		1440	
SBT	1.5	6800	740	.27*	500	.29*
SBR	0		10		60	
EBL	2	3400	120	.04*	560	.16*
EBT	2	3400	190	.06	530	.16
EBR	1	1700	100	.06	830	.49
WBL	1	1700	30	.02	50	.03
WBT	2	3400	460	.14*	370	.11*
WBR	1	1700	510	.30	510	.30
Right Turn Adjustment					EBR	.19*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .61 .88

38. El Toro & Bridger/I-5 NB

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	60	.04*	160	.09*
NBT	2.5	6800	1070	{.28}	1080	{.28}
NBR	1.5		1170		1170	
SBL	0	0	0		0	
SBT	5	8500	2110	.26*	2020	.25*
SBR	0	0	80		90	
EBL	1	1700	40	.02*	110	.06*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	150	.09	220	.13
WBL	1.5		600		580	
WBT	0	5100	80	.25*	60	.22*
WBR	1.5		680		560	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .65 .67

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	60	.04*	160	.09*
NBT	2.5	6800	980	{.27}	1200	{.29}
NBR	1.5		1180		1150	
SBL	0	0	0		0	
SBT	5	8500	2310	.28*	1940	.24*
SBR	0	0	80		90	
EBL	1	1700	40	.02*	110	.06*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	150	.09	220	.13
WBL	1.5		610		580	
WBT	0	5100	80	.24*	60	.23*
WBR	1.5		630		570	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .66 .67

39. El Toro & Avd Carlota

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	4	6800	920	.14*	1410	.21*
NBR	d	1700	10	.01	30	.02
SBL	2	3400	90	.03*	310	.09*
SBT	3	5100	840	.16	770	.15
SBR	1	1700	760	.45	730	.43
EBL	1.5		890	.26*	780	
EBT	1.5	5100	310	.18	1020	.35*
EBR	1	1700	290	.17	180	.11
WBL	1	1700	10	.01	40	.02
WBT	1	1700	180	.11*	50	.03*
WBR	1	1700	420	.25	660	.39
Right Turn Adjustment			Multi	.13*	WBR	.27*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .72 1.00

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	4	6800	850	.13	1430	.21*
NBR	d	1700	10	.01	40	.02
SBL	2	3400	90	.03	290	.09*
SBT	3	5100	860	.17*	720	.14
SBR	1	1700	760	.45	720	.42
EBL	1.5		870	.26*	840	
EBT	1.5	5100	300	.18	1060	.37*
EBR	1	1700	230	.14	210	.12
WBL	1	1700	10	.01	40	.02
WBT	1	1700	140	.08*	50	.03*
WBR	1	1700	450	.26	650	.38
Right Turn Adjustment			Multi	.16*	WBR	.26*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .72 1.01

40. Portola & Rancho

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	1540	.45*	850	.25*
NBT	4	6800	1450	.21	1650	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	790	.12*	1670	.25*
SBR	d	1700	300	.18	120	.07
EBL	1.5		110	.03*	210	.12*
EBT	0	5100	0		0	
EBR	1.5		460		1470	.43
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.04*	EBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.69		.79

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	1210	.36*	650	.19*
NBT	4	6800	1340	.20	1560	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	770	.11*	1530	.23*
SBR	d	1700	340	.20	70	.04
EBL	1.5		80	.02*	170	.10*
EBT	0	5100	0		0	
EBR	1.5		450		1210	.36
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.07*	EBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.61		.69

41. Alton & Towne Centre Dr

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	430	.13*	240	.07
NBT	3	5100	560	.11	1900	.37*
NBR	1	1700	500	.29	280	.16
SBL	2	3400	500	.15	180	.05*
SBT	3	5100	2100	.41*	980	.19
SBR	1	1700	300	.18	150	.09
EBL	1	1700	130	.08*	320	.19*
EBT	1	1700	80	.05	160	.09
EBR	1	1700	170	.10	450	.26
WBL	1	1700	160	.09	520	.31
WBT	1	1700	180	.15*	180	.41*
WBR	0	0	80		520	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.82		1.07

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	190	.06*	330	.10
NBT	3	5100	620	.12	1910	.37*
NBR	1	1700	330	.19	390	.23
SBL	2	3400	240	.07	170	.05*
SBT	3	5100	2010	.39*	1040	.20
SBR	1	1700	120	.07	150	.09
EBL	1	1700	170	.10	140	.08*
EBT	1	1700	90	.05*	100	.06
EBR	1	1700	360	.21	260	.15
WBL	1	1700	400	.24*	380	.22
WBT	1	1700	140	.15	130	.21*
WBR	0	0	120		220	
Right Turn Adjustment			EBR	.11*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.90		.76

42. Alton & Commercentre

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1410	.28*	2050	.40*
NBR	d	1700	510	.30	140	.08
SBL	1	1700	300	.18*	160	.09*
SBT	3	5100	2120	.42	1780	.35
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		50	.01*	510	.15*
WBT	0	5100	0		0	
WBR	1.5		80	{.00}	370	{.15}
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.53		.69

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1000	.20	2350	.46*
NBR	d	1700	350	.21	270	.16
SBL	1	1700	240	.14	180	.11*
SBT	3	5100	2530	.50*	1500	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		240	.07*	410	.12*
WBT	0	5100	0		0	
WBR	1.5		140	{.00}	280	{.08}
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.62		.74

100. Portola Pkwy. at SR-241 NB Ramps

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	55	.03	382	.22
NBT	2	3400	1436	.42*	2200	.65*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1118	.33	18	.01
SBR	1	1700	0	.00	0	.00
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		550		4	
WBT	0	3400	1	.16*	2	
WBR	0.5		0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.63		.70

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	55	.03*	382	.22
NBT	2	3400	1196	.35	2320	.68*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1268	.37*	-19	{.01}
SBR	1	1700	30	.02	11	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		520		-9	.01*
WBT	0	3400	1	.15*	2	
WBR	0.5		0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.60		.74

101. Portola Pkwy. at SR-241 SB Ramps

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1.5	5100	1210	.36	1307	.38*
NBR	1.5		128	.08	519	.31
SBL	1	1700	2	.00	8	.00
SBT	2	3400	1550	.46*	23	.01
SBR	0	0	0		0	
EBL	0.5		100	.06*	73	.04*
EBT	0	3400	0		3	
EBR	1.5		2		7	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.57		.47

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1.5	5100	1050	.31	1417	.42*
NBR	1.5		88	.05	519	.31
SBL	1	1700	2	.00	8	.00
SBT	2	3400	1680	.49*	-29	{.01}
SBR	0	0	0		0	
EBL	0.5		30	.02*	83	.05*
EBT	0	3400	0		3	
EBR	1.5		12	.01	7	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.56		.52

102. Ridge Vly. at Portola Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	168	.05*	298	.09*
NBT	1	1700	66	.04	160	.09
NBR	1	1700	355	.21	395	.23
SBL	1	1700	103	.06	60	.04
SBT	2	3400	300	.10*	76	.04*
SBR	0	0	48		45	
EBL	1	1700	19	.01	82	.05
EBT	2	3400	898	.26*	1716	.50*
EBR	1	1700	283	.17	234	.14
WBL	1	1700	164	.10*	311	.18*
WBT	2	3400	246	.08	1767	.55
WBR	0	0	9		109	
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .86

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	168	.05*	288	.08
NBT	1	1700	66	.04	160	.09*
NBR	1	1700	365	.21	405	.24
SBL	1	1700	103	.06	60	.04*
SBT	2	3400	300	.11*	66	.03
SBR	0	0	58		45	
EBL	1	1700	29	.02	102	.06
EBT	2	3400	748	.22*	1796	.53*
EBR	1	1700	233	.14	214	.13
WBL	1	1700	194	.11*	311	.18*
WBT	2	3400	346	.10	1637	.51
WBR	0	0	9		109	
Right Turn Adjustment			NBR	.03*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .90

103. Sand Cyn. Av. at Portola Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	84	.02*	531	.16*
NBT	0	0	0		0	
NBR	2	3400	339	.10	1036	.30
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1597	.47*	1064	.31
EBR	f		593		47	
WBL	2	3400	738	.22*	173	.05
WBT	2	3400	1289	.38	1309	.39*
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .68

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	114	.03*	491	.14*
NBT	0	0	0		0	
NBR	2	3400	259	.08	1076	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1477	.43*	1114	.33*
EBR	f		603		27	
WBL	2	3400	768	.23*	163	.05*
WBT	2	3400	1369	.40	1199	.35
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .71

104. Jeffrey Rd. at Portola Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	259	.08*	342	.10*
NBT	2	3400	162	.05	456	.13
NBR	1	1700	197	.12	455	.27
SBL	2	3400	426	.13	70	.02
SBT	3	5100	519	.12*	209	.06*
SBR	0	0	113		321	.19
EBL	2	3400	272	.08	264	.08*
EBT	3	5100	1607	.32*	465	.09
EBR	1	1700	781	.46	75	.04
WBL	2	3400	690	.20*	266	.08
WBT	3	5100	478	.09	1647	.32*
WBR	d	1700	16	.01	0	.00
Right Turn Adjustment			EBR	.06*	SBR	.07*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .83 .68

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	249	.07*	232	.07
NBT	2	3400	142	.04	546	.16*
NBR	1	1700	187	.11	465	.27
SBL	2	3400	436	.13	60	.02*
SBT	3	5100	609	.14*	199	.06
SBR	0	0	123		321	.19
EBL	2	3400	272	.08	264	.08*
EBT	3	5100	1507	.30*	525	.10
EBR	1	1700	591	.35	85	.05
WBL	2	3400	690	.20*	266	.08
WBT	3	5100	588	.12	1487	.29*
WBR	d	1700	26	.02	30	.02
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .76 .62

105. Alton Pkwy. at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	138	.04*	872	.26*
NBT	3	5100	634	.12	1457	.29
NBR	f		83		281	
SBL	2	3400	287	.08	365	.11
SBT	3	5100	959	.19*	770	.15*
SBR	f		485		1134	
EBL	2.5		1354		647	.19
EBT	2.5	8500	1590	.35*	1128	.22*
EBR	1	1700	598	.35	265	.16
WBL	2	3400	264	.08	114	.03
WBT	3	5100	1226	.24*	1532	.30*
WBR	1	1700	622	.37	285	.17
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			.92		.98	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	138	.04*	892	.26*
NBT	3	5100	534	.10	1657	.32
NBR	f		63		281	
SBL	2	3400	267	.08	295	.09
SBT	3	5100	1189	.23*	740	.15*
SBR	f		855		854	
EBL	2.5		1004	.30	837	
EBT	2.5	8500	1720	.34*	1168	.24*
EBR	1	1700	568	.33	255	.15
WBL	2	3400	264	.08	94	.03
WBT	3	5100	1236	.24*	1602	.31*
WBR	1	1700	502	.30	335	.20
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			.90		1.01	

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	138	.04*	892	.26*
NBT	3	5100	534	.10	1657	.32
NBR	f		63		281	
SBL	2	3400	267	.08	295	.09
SBT	3	5100	1189	.23*	740	.15*
SBR	f		855		854	
EBL	3	5100	1004	.20*	837	.16*
EBT	3	5100	1720	.34	1168	.23
EBR	d	1700	568	.33	255	.15
WBL	2	3400	264	.08	94	.03
WBT	3	5100	1236	.24*	1602	.31*
WBR	1	1700	502	.30	335	.20
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.76		.93	

106. B Dr. at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	78	.05*	111	.07*
NBT	0	0	0		0	
NBR	1	1700	123	.07	89	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	3457	.68*	2034	.40
EBR	1	1700	65	.04	86	.05
WBL	1	1700	85	.05*	124	.07
WBT	3	5100	2182	.43	3395	.67*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.83		.79

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	78	.05*	111	.07*
NBT	0	0	0		0	
NBR	1	1700	113	.07	129	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	3217	.63*	2214	.43
EBR	1	1700	75	.04	96	.06
WBL	1	1700	135	.08*	104	.06
WBT	3	5100	2512	.49	3225	.63*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.81		.75

107. A Dr. at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	166	.05	444	.13
NBT	1	1700	58	.03*	204	.12*
NBR	1	1700	186	.11	342	.20
SBL	1	1700	164	.10*	88	.05*
SBT	2	3400	222	.07	125	.04
SBR	1	1700	146	.09	117	.07
EBL	1	1700	97	.06	112	.07*
EBT	3	5100	2920	.57*	1690	.33
EBR	1	1700	434	.26	256	.15
WBL	2	3400	334	.10*	329	.10
WBT	3	5100	2018	.40	2869	.56*
WBR	1	1700	84	.05	144	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.85		.85

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	136	.04	434	.13
NBT	1	1700	58	.03*	204	.12*
NBR	1	1700	186	.11	352	.21
SBL	1	1700	174	.10*	98	.06*
SBT	2	3400	222	.07	125	.04
SBR	1	1700	146	.09	117	.07
EBL	1	1700	87	.05	122	.07*
EBT	3	5100	2710	.53*	1890	.37
EBR	1	1700	394	.23	236	.14
WBL	2	3400	354	.10*	309	.09
WBT	3	5100	2348	.46	2739	.54*
WBR	1	1700	74	.04	154	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.81		.84

108. Y St. at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	463	.14*	304	.09*
SBT	0	0	0		0	
SBR	1	1700	250	.15	318	.19
EBL	2	3400	255	.08	349	.10*
EBT	3	5100	2887	.57*	1836	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2140	.42	2872	.56*
WBR	1	1700	345	.20	501	.29
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .82

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	433	.13*	284	.08*
SBT	0	0	0		0	
SBR	1	1700	280	.16	318	.19
EBL	2	3400	265	.08*	349	.10*
EBT	3	5100	2687	.53	2046	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2450	.48*	2732	.54*
WBR	1	1700	345	.20	511	.30
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .80

109. College Dr. at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		52	.02*	197	{.09}*
NBT	0	5100	0		0	{.09}
NBR	1.5		183		469	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2867	.56*	1773	.35
EBR	1	1700	237	.14	87	.05
WBL	2	3400	513	.15*	333	.10
WBT	3	5100	1848	.36	2701	.53*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .67

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		52	.02*	187	{.11}*
NBT	0	5100	0		0	{.11}
NBR	1.5		183		519	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2677	.52*	1933	.38
EBR	1	1700	267	.16	77	.05
WBL	2	3400	563	.17*	343	.10
WBT	3	5100	2148	.42	2551	.50*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .66

110. ETC E. Leg NB Ramps at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	128	.08*	165	.10*
NBT	0	0	0		0	
NBR	1	1700	415	.24	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2994	.59*	1292	.25
EBR	f		191		93	
WBL	0	0	0		0	
WBT	3	5100	1612	.34	2606	.59*
WBR	0	0	101		414	
Right Turn Adjustment			NBR	.16*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.88		.74	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	118	.07*	175	.10*
NBT	0	0	0		0	
NBR	1	1700	405	.24	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2844	.56*	1442	.28
EBR	f		161		113	
WBL	0	0	0		0	
WBT	3	5100	1912	.39	2446	.56*
WBR	0	0	91		404	
Right Turn Adjustment			NBR	.17*	NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.85		.73	

111. ETC E. Leg SB Ramps at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	281	.08*	44	.01*
SBT	0	0	0		0	
SBR	1	1700	93	.05	82	.05
EBL	0	0	0		0	
EBT	3	5100	2889	.57*	1316	.26*
EBR	d	1700	206	.12	315	.19
WBL	1	1700	244	.14*	425	.25*
WBT	3	5100	1367	.27	2358	.46
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.84		.57	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	351	.10*	44	.01*
SBT	0	0	0		0	
SBR	1	1700	113	.07	62	.04
EBL	0	0	0		0	
EBT	3	5100	2639	.52*	1486	.29*
EBR	d	1700	206	.12	315	.19
WBL	1	1700	204	.12*	435	.26*
WBT	3	5100	1697	.33	2208	.43
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.79		.61	

112. Sand Cyn. Av. at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	130	.04*	418	.12
NBT	3	5100	838	.16	1610	.32*
NBR	1	1700	682	.40	479	.28
SBL	2	3400	115	.03	16	.00
SBT	3	5100	1267	.25*	349	.07
SBR	d	1700	23	.01	16	.01
EBL	2	3400	105	.03	67	.02*
EBT	4	6800	2517	.37*	1035	.15
EBR	1	1700	427	.25	204	.12
WBL	2	3400	319	.09*	387	.11
WBT	3	5100	1136	.22	2126	.42*
WBR	1	1700	21	.01	143	.08
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .81

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	110	.03*	438	.13
NBT	3	5100	838	.16	1620	.32*
NBR	1	1700	672	.40	509	.30
SBL	2	3400	125	.04	-9	.00
SBT	3	5100	1217	.24*	349	.07
SBR	d	1700	23	.01	26	.02
EBL	2	3400	65	.02	67	.02*
EBT	4	6800	2267	.33*	1205	.18
EBR	1	1700	547	.32	214	.13
WBL	2	3400	359	.11*	367	.11
WBT	3	5100	1416	.28	1996	.39*
WBR	1	1700	51	.03	113	.07
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .78

113. Jeffrey Rd. at Irvine Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	38	.01*	314	.09
NBT	3	5100	555	.11	1617	.32*
NBR	d	1700	256	.15	571	.34
SBL	2	3400	529	.16	168	.05*
SBT	3	5100	1670	.33*	853	.17
SBR	d	1700	339	.20	143	.08
EBL	2	3400	136	.04	163	.05*
EBT	3	5100	2312	.45*	1015	.20
EBR	1	1700	60	.04	186	.11
WBL	2	3400	124	.04*	694	.20
WBT	3	5100	789	.15	2403	.47*
WBR	1	1700	190	.11	183	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .94

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	48	.01*	294	.09
NBT	3	5100	545	.11	1607	.32*
NBR	d	1700	226	.13	671	.39
SBL	2	3400	469	.14	178	.05*
SBT	3	5100	1650	.32*	873	.17
SBR	d	1700	339	.20	153	.09
EBL	2	3400	136	.04	173	.05*
EBT	3	5100	2202	.43*	1095	.21
EBR	1	1700	1	.00	166	.10
WBL	2	3400	254	.07*	714	.21
WBT	3	5100	949	.19	2283	.45*
WBR	1	1700	180	.11	173	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .92

114. SR-133 NB Ramps at Trabuco Rd.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		289	{.17}*	259	.08*
NBT	0	5100	0	.17	0	
NBR	1.5		570		368	{.07}
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1340	.39*	692	.20
EBR	f		110		500	
WBL	0	0	0		0	
WBT	2	3400	611	.18	1371	.40*
WBR	f		80		360	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.61		.53

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		309	{.16}*	259	{.08}*
NBT	0	5100	0	.16	0	{.08}
NBR	1.5		490		378	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1300	.38*	712	.21
EBR	f		110		500	
WBL	0	0	0		0	
WBT	2	3400	651	.19	1351	.40*
WBR	f		70		360	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.59		.53

115. SR-133 SB Ramps at Trabuco Rd.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		350		182	
SBT	0	5100	0	{.19}*	0	.09*
SBR	1.5		750		290	
EBL	0	0	0		0	
EBT	2	3400	1090	.32*	962	.28
EBR	f		170		241	
WBL	0	0	0		0	
WBT	2	3400	700	.21	1215	.36*
WBR	f		220		451	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.56		.50

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		330	.19*	192	
SBT	0	5100	0		0	.09*
SBR	1.5		800	.24	290	
EBL	0	0	0		0	
EBT	2	3400	1060	.31*	982	.29
EBR	f		130		251	
WBL	0	0	40	{.02}*	11	
WBT	2	3400	730	.23	1215	.36*
WBR	f		220		451	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.57		.50

116. Sand Cyn. Av. at Trabuco Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	179	.05*	514	.15
NBT	3	5100	1101	.22	2029	.40*
NBR	1	1700	289	.17	485	.29
SBL	2	3400	311	.09	237	.07*
SBT	3	5100	2114	.41*	1393	.27
SBR	d	1700	192	.11	252	.15
EBL	2	3400	287	.08	242	.07*
EBT	3	5100	680	.13*	520	.10
EBR	f		514		338	
WBL	2	3400	611	.18*	452	.13
WBT	2	3400	499	.15	736	.22*
WBR	d	1700	342	.20	322	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.82		.81

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	169	.05*	514	.15
NBT	3	5100	1091	.21	2029	.40*
NBR	1	1700	289	.17	495	.29
SBL	2	3400	321	.09	237	.07*
SBT	3	5100	2184	.43*	1413	.28
SBR	d	1700	202	.12	222	.13
EBL	2	3400	297	.09	262	.08*
EBT	3	5100	600	.12*	540	.11
EBR	f		464		348	
WBL	2	3400	641	.19*	442	.13
WBT	2	3400	519	.15	746	.22*
WBR	d	1700	362	.21	322	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.84		.82

117. Alton Pkwy. at Toledo Wy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	45	.03	20	.01
NBT	3	5100	1039	.20*	1981	.39*
NBR	f		120		305	
SBL	1	1700	255	.15*	336	.20*
SBT	3	5100	1033	.20	1019	.20
SBR	0	0	12		0	
EBL	1	1700	0	.00	13	.01
EBT	1	1700	36	.04*	59	.04*
EBR	0	0	25		9	
WBL	1	1700	161	.09*	32	.02*
WBT	1	1700	43	.03	30	.02
WBR	1	1700	741	.44	576	.34
Right Turn Adjustment			WBR	.20*	WBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .84

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	25	.01	10	.01
NBT	3	5100	909	.18*	2161	.42*
NBR	f		100		355	
SBL	1	1700	325	.19*	336	.20*
SBT	3	5100	1223	.24	959	.19
SBR	0	0	12		0	
EBL	1	1700	0	.00	13	.01
EBT	1	1700	26	.04*	49	.03*
EBR	0	0	35		1	
WBL	1	1700	261	.15*	32	.02*
WBT	1	1700	43	.03	30	.02
WBR	1	1700	741	.44	656	.39
Right Turn Adjustment			WBR	.11*	WBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .92

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	25	.01	10	.01
NBT	3	5100	909	.18*	2161	.42*
NBR	f		100		355	
SBL	1	1700	325	.19*	336	.20*
SBT	3	5100	1223	.24	959	.19
SBR	0	0	12		0	
EBL	1	1700	0	.00	13	.01
EBT	1	1700	26	.04*	49	.03*
EBR	0	0	35		1	
WBL	1	1700	261	.15*	32	.02*
WBT	1	1700	43	.03	30	.02
WBR	1	1700	741	.44	656	.39
Right Turn Adjustment			WBR	.06*	WBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .87

Note: Assumes Right-Turn Overlap for WBR

118. Alton Pkwy. at Jeronimo Rd.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	187	.11*	22	.01
NBT	3	5100	1783	.35	2085	.41*
NBR	f		299		540	
SBL	2	3400	34	.01	68	.02*
SBT	3	5100	1270	.25*	1825	.36
SBR	0	0	23		3	
EBL	1	1700	8	.00	45	.03
EBT	1	1700	14	.01*	52	.03*
EBR	f		29		189	
WBL	2	3400	722	.21*	686	.20*
WBT	1	1700	55	.03	15	.01
WBR	1	1700	116	.07	130	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .71

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	187	.11*	22	.01
NBT	3	5100	1543	.30	2305	.45*
NBR	f		309		600	
SBL	2	3400	34	.01	68	.02*
SBT	3	5100	1650	.33*	1705	.33
SBR	0	0	23		3	
EBL	1	1700	8	.00	45	.03
EBT	1	1700	14	.01*	62	.04*
EBR	f		29		189	
WBL	2	3400	742	.22*	706	.21*
WBT	1	1700	65	.04	15	.01
WBR	1	1700	116	.07	140	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .77

119. Alton Pkwy. at Muirlands Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	13	.01	12	.01
NBT	3	5100	1114	.22*	1213	.24*
NBR	f		116		411	
SBL	2	3400	25	.01*	221	.07*
SBT	3	5100	1003	.20	1018	.20
SBR	f		1167		1178	
EBL	2.5		1219		1285	
EBT	1.5	6800	429	.25*	788	.31*
EBR	0		42		9	
WBL	2	3400	254	.07	133	.04
WBT	2	3400	750	.24*	460	.16*
WBR	0	0	57		92	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .77 .83

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	13	.01*	12	.01
NBT	3	5100	944	.19	1373	.27*
NBR	f		96		451	
SBL	2	3400	65	.02	211	.06*
SBT	3	5100	1293	.25*	938	.18
SBR	f		1237		1178	
EBL	2.5		1169		1395	
EBT	1.5	6800	429	.24*	788	.32*
EBR	0		42		9	
WBL	2	3400	294	.09	113	.03
WBT	2	3400	840	.26*	470	.17*
WBR	0	0	47		102	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .81 .87

120. Marine Wy. at Alton Pk.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	589	.35*	394	.23*
NBT	2	3400	523	.15	346	.10
NBR	1	1700	278	.16	267	.16
SBL	1	1700	65	.04	113	.07
SBT	2	3400	167	.05*	504	.15*
SBR	1	1700	148	.09	167	.10
EBL	1	1700	197	.12*	204	.12
EBT	3	5100	1066	.21	1229	.24*
EBR	1	1700	265	.16	707	.42
WBL	1	1700	155	.09	268	.16*
WBT	3	5100	1030	.20*	929	.18
WBR	1	1700	117	.07	80	.05
Right Turn Adjustment					EBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .84

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	639	.38*	394	.23*
NBT	2	3400	553	.16	346	.10
NBR	1	1700	278	.16	257	.15
SBL	1	1700	65	.04	113	.07
SBT	2	3400	187	.06*	514	.15*
SBR	1	1700	148	.09	157	.09
EBL	1	1700	187	.11*	204	.12
EBT	3	5100	896	.18	1439	.28*
EBR	1	1700	265	.16	707	.42
WBL	1	1700	175	.10	269	.16*
WBT	3	5100	1360	.27*	839	.16
WBR	1	1700	127	.07	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .87

121. Alton Pkwy. at Technology Dr. W.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	910	.27	666	.20*
NBT	3	5100	1973	.39*	1022	.20
NBR	1	1700	741	.44	104	.06
SBL	1	1700	53	.03*	16	.01
SBT	4	6800	758	.11	1610	.24*
SBR	1	1700	187	.11	523	.31
EBL	1.5		320		460	.14*
EBT	1.5	5100	301	.12*	213	.13
EBR	2	3400	329	.10	1258	.37
WBL	2.5		344	.10	1068	.21*
WBT	1.5	6800	625	.24*	301	.20
WBR	0		190		41	
Right Turn Adjustment					EBR	.03*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .83 .87

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	870	.26	646	.19*
NBT	3	5100	1903	.37*	1172	.23
NBR	1	1700	611	.36	144	.08
SBL	1	1700	53	.03*	16	.01
SBT	4	6800	928	.14	1450	.21*
SBR	1	1700	217	.13	533	.31
EBL	1.5		340		500	.15*
EBT	1.5	5100	271	.12*	223	.13
EBR	2	3400	319	.09	1248	.37
WBL	2.5		444	.13	1088	.21
WBT	1.5	6800	655	.25*	321	.21*
WBR	0		190		41	
Right Turn Adjustment					EBR	.03*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .82 .84

122. Alton Pkwy. at I-5 NB Ramps

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	3192	.63*	1580	.31
NBR	f		290		761	
SBL	0	0	0		0	
SBT	3	5100	1326	.26	2176	.43*
SBR	f		200		1522	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		1234		378	.11*
WBT	0	5100	0	.32*	0	
WBR	0.5		418		212	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			1.00		.59	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	3002	.59*	1760	.35
NBR	f		300		741	
SBL	0	0	0		0	
SBT	3	5100	1556	.31	2136	.42*
SBR	f		230		1422	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		1294		388	.11*
WBT	0	5100	0	.33*	0	
WBR	0.5		378		202	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.97		.58	

123. Marine Wy. at Rockfield

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3400	1308	.38*	780	.23
NBR	1	1700	125	.07	192	.11
SBL	1	1700	55	.03*	178	.10
SBT	2	3400	601	.18	1348	.40*
SBR	0	0	0		0	
EBL	0	0	1		1	
EBT	0	0	1		1	
EBR	0	0	1		1	
WBL	1.5		149		402	.12*
WBT	0	5100	0	{.05}*	0	
WBR	1.5		152		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.51		.57	

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3400	1368	.40*	750	.22
NBR	1	1700	105	.06	202	.12
SBL	1	1700	45	.03*	178	.10
SBT	2	3400	631	.19	1328	.39*
SBR	0	0	0		0	
EBL	0	0	1		1	
EBT	0	0	1		1	
EBR	0	0	1		1	
WBL	1.5		149		392	.12*
WBT	0	5100	0	{.05}*	0	
WBR	1.5		152		190	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.53		.56	

124. Bake Pkwy. at Muirlands

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	134	.04*	44	.01
NBT	4	6800	2680	.39	2631	.39*
NBR	d	1700	85	.05	403	.24
SBL	2	3400	113	.03	261	.08*
SBT	4	6800	2847	.42*	2735	.40
SBR	f		256		65	
EBL	2	3400	88	.03*	370	.11
EBT	2	3400	92	.03	948	.28*
EBR	f		35		274	
WBL	2	3400	248	.07	174	.05*
WBT	2	3400	630	.19*	122	.04
WBR	f		72		62	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.73		.85

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	114	.03*	44	.01
NBT	4	6800	2460	.36	2751	.40*
NBR	d	1700	85	.05	413	.24
SBL	2	3400	103	.03	211	.06*
SBT	4	6800	3197	.47*	2615	.38
SBR	f		216		75	
EBL	2	3400	88	.03*	360	.11
EBT	2	3400	82	.02	978	.29*
EBR	f		35		294	
WBL	2	3400	108	.03	184	.05*
WBT	2	3400	810	.24*	132	.04
WBR	f		52		62	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.82		.85

125. Bake Pkwy. at Rockfield Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	531	.16*	148	.04
NBT	4	6800	2739	.40	2695	.40*
NBR	f		755		272	
SBL	2	3400	430	.13	542	.16*
SBT	4	6800	2661	.39*	2818	.41
SBR	1	1700	55	.03	66	.04
EBL	1	1700	13	.01	162	.10*
EBT	2	3400	135	.04*	314	.09
EBR	f		36		113	
WBL	2.5		3		684	
WBT	1.5	6800	84	.02*	526	.18*
WBR	f		37		408	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .66 .89

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	561	.17*	148	.04
NBT	4	6800	2519	.37	2845	.42*
NBR	f		735		272	
SBL	2	3400	430	.13	572	.17*
SBT	4	6800	2871	.42*	2688	.40
SBR	1	1700	55	.03	66	.04
EBL	1	1700	13	.01	172	.10
EBT	2	3400	115	.03*	324	.10*
EBR	f		36		113	
WBL	2.5		63	.02	674	
WBT	1.5	6800	84	.02*	516	.18*
WBR	f		27		398	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .69 .92

2030 Alternative 7 w/Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	561	.17*	148	.04
NBT	4	6800	2519	.37	2845	.42*
NBR	f		735		272	
SBL	2	3400	430	.13	572	.17*
SBT	4	6800	2871	.42*	2688	.40
SBR	1	1700	55	.03	66	.04
EBL	1	1700	13	.01	172	.10*
EBT	2	3400	115	.03*	324	.10
EBR	f		36		113	
WBL	3	5100	63	.01*	674	.13
WBT	2	3400	84	.02	516	.15*
WBR	d	1700	27	.02	398	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .89

126. Bake Pkwy. at I-5 NB Ramps

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	523	.31	539	.32*
NBT	3	5100	3335	.65*	2855	.56
NBR	f		481		932	
SBL	0	0	0		0	
SBT	3	5100	484	.14	1268	.28*
SBR	0	0	300	.18	163	
EBL	2	3400	304	.09*	349	.10*
EBT	0	0	0		0	
EBR	1	1700	266	.16	663	.39
WBL	1	1700	128	.08	231	.14
WBT	2	3400	717	.21*	268	.08*
WBR	2	3400	327	.10	118	.03
Right Turn Adjustment Clearance Interval					EBR	.11*
				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.00 .94

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	503	.30	519	.31
NBT	3	5100	3215	.63*	3055	.60*
NBR	f		481		932	
SBL	0	0	0		0	
SBT	3	5100	544	.16	1248	.28
SBR	0	0	310	.18	163	
EBL	2	3400	294	.09*	349	.10*
EBT	0	0	0		0	
EBR	1	1700	296	.17	653	.38
WBL	1	1700	118	.07	241	.14
WBT	2	3400	757	.22*	248	.07*
WBR	2	3400	227	.07	48	.01
Right Turn Adjustment Clearance Interval					EBR	.11*
				.05*		.05*

TOTAL CAPACITY UTILIZATION .99 .93

127. Bake Pkwy. at I-5 SB Ramps

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1455	.29*	1855	.36*
NBR	f		10		64	
SBL	0	0	0		0	
SBT	3	5100	683	.13	1152	.23
SBR	f		195		1010	
EBL	2.5		2884	.57*	2471	.48*
EBT	0	6800	0		0	
EBR	1.5		644	.38	38	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .91 .89

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1435	.28*	1875	.37*
NBR	f		10		54	
SBL	0	0	0		0	
SBT	3	5100	763	.15	1122	.22
SBR	f		185		1010	
EBL	2.5		2754	.54*	2561	.50*
EBT	0	6800	0		10	
EBR	1.5		624	.37	38	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .92

128. Bake Pkwy. at ICD

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	42	.01	110	.03
NBT	3	5100	402	.08*	308	.06*
NBR	d	1700	183	.11	67	.04
SBL	2	3400	171	.05*	156	.05*
SBT	3	5100	21	.00	282	.06
SBR	1	1700	66	.04	44	.03
EBL	2	3400	63	.02*	19	.01
EBT	3	5100	743	.15	1438	.28*
EBR	d	1700	207	.12	552	.32
WBL	2	3400	62	.02	46	.01*
WBT	4	6800	1569	.23*	1626	.24
WBR	d	1700	281	.17	192	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.43		.45

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	32	.01	110	.03
NBT	3	5100	362	.07*	318	.06*
NBR	d	1700	173	.10	67	.04
SBL	2	3400	181	.05*	106	.03*
SBT	3	5100	21	.00	272	.05
SBR	1	1700	86	.05	54	.03
EBL	2	3400	63	.02*	39	.01
EBT	3	5100	713	.14	1458	.29*
EBR	d	1700	207	.12	562	.33
WBL	2	3400	62	.02	46	.01*
WBT	4	6800	1589	.23*	1636	.24
WBR	d	1700	281	.17	182	.11
Right Turn Adjustment					EBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.42		.45

129. Lake Forest Dr. at ICD

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	141	.04*	175	.05
NBT	3	5100	510	.10	914	.18*
NBR	1	1700	76	.04	86	.05
SBL	2	3400	386	.11	609	.18*
SBT	3	5100	998	.20*	763	.15
SBR	f		182		383	
EBL	2	3400	80	.02*	193	.06
EBT	3	5100	654	.13	1926	.38*
EBR	d	1700	145	.09	82	.05
WBL	2	3400	46	.01	84	.02*
WBT	3	5100	2015	.40*	1113	.22
WBR	1	1700	338	.20	474	.28
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.71		.81

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	141	.04*	175	.05
NBT	3	5100	520	.10	954	.19*
NBR	1	1700	76	.04	96	.06
SBL	2	3400	376	.11	599	.18*
SBT	3	5100	1118	.22*	743	.15
SBR	f		132		393	
EBL	2	3400	80	.02*	233	.07
EBT	3	5100	634	.12	1896	.37*
EBR	d	1700	145	.09	82	.05
WBL	2	3400	86	.03	94	.03*
WBT	3	5100	2045	.40*	1133	.22
WBR	1	1700	318	.19	454	.27
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.73		.82

130. Ridge Route at Moulton Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	23	.01	92	.03
NBT	2	3400	106	.03*	321	.09*
NBR	1	1700	180	.11	654	.38
SBL	2	3400	303	.09*	676	.20*
SBT	2	3400	233	.07	107	.03
SBR	1	1700	41	.02	32	.02
EBL	2	3400	14	.00	53	.02
EBT	3	5100	734	.14	2440	.48*
EBR	1	1700	51	.03	53	.03
WBL	2	3400	535	.16	280	.08*
WBT	4	6800	2661	.39*	1297	.19
WBR	1	1700	591	.35	336	.20
Right Turn Adjustment					NBR	.23*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 1.13

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	13	.00	102	.03
NBT	2	3400	96	.03*	321	.09*
NBR	1	1700	180	.11	654	.38
SBL	2	3400	323	.10*	666	.20*
SBT	2	3400	253	.07	107	.03
SBR	1	1700	41	.02	32	.02
EBL	2	3400	14	.00	53	.02
EBT	3	5100	734	.14	2400	.47*
EBR	1	1700	51	.03	53	.03
WBL	2	3400	535	.16	250	.07*
WBT	4	6800	2711	.40*	1297	.19
WBR	1	1700	581	.34	346	.20
Right Turn Adjustment					NBR	.24*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 1.12

131. Santa Maria Av. at Moulton Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		199	.06*	115	{.03}*
NBT	0	5100	0		0	{.03}
NBR	1.5		334	{.00}	266	
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	3801	.75*
EBR	1	1700	107	.06	99	.06
WBL	1	1700	464	.27	264	.16*
WBT	3	5100	4416	.87*	1516	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .98 .99

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		199	.06*	105	{.03}*
NBT	0	5100	0		0	{.03}
NBR	1.5		334	{.00}	266	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1041	.20	3811	.75*
EBR	1	1700	97	.06	79	.05
WBL	1	1700	474	.28	274	.16*
WBT	3	5100	4466	.88*	1496	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .99 .99

132. El Toro Rd. at Moulton Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	556	.16*	278	.08
NBT	3	5100	642	.13	805	.16*
NBR	1	1700	127	.07	308	.18
SBL	2	3400	365	.11	441	.13*
SBT	3	5100	616	.12*	953	.19
SBR	1	1700	413	.24	466	.27
EBL	2	3400	225	.07*	384	.11
EBT	3	5100	758	.15	2959	.58*
EBR	1	1700	178	.10	557	.33
WBL	2	3400	206	.06	344	.10*
WBT	3	5100	3551	.70*	1351	.26
WBR	1	1700	463	.27	465	.27
Right Turn Adjustment			SBR	.07*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION 1.17 1.02

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	576	.17*	278	.08
NBT	3	5100	552	.11	845	.17*
NBR	1	1700	127	.07	308	.18
SBL	2	3400	345	.10	421	.12*
SBT	3	5100	596	.12*	893	.18
SBR	1	1700	403	.24	486	.29
EBL	2	3400	225	.07*	394	.12
EBT	3	5100	768	.15	2959	.58*
EBR	1	1700	178	.10	547	.32
WBL	2	3400	216	.06	344	.10*
WBT	3	5100	3571	.70*	1311	.26
WBR	1	1700	433	.25	485	.29
Right Turn Adjustment			SBR	.07*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION 1.18 1.02

137. Los Alisos Bl. at Trabuco Rd.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	330	.19*	311	.18*
NBT	3	5100	535	.10	1159	.23
NBR	d	1700	115	.07	383	.23
SBL	1	1700	88	.05	127	.07
SBT	3	5100	1057	.27*	676	.16*
SBR	0	0	296		159	
EBL	1	1700	201	.12*	283	.17
EBT	2	3400	358	.11	990	.29*
EBR	d	1700	451	.27	210	.12
WBL	1	1700	336	.20	184	.11*
WBT	2	3400	1058	.31*	580	.17
WBR	d	1700	106	.06	38	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .94 .79

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	330	.19*	341	.20*
NBT	3	5100	435	.09	1159	.23
NBR	d	1700	95	.06	413	.24
SBL	1	1700	128	.08	97	.06
SBT	3	5100	1137	.28*	626	.15*
SBR	0	0	296		149	
EBL	1	1700	201	.12*	293	.17
EBT	2	3400	348	.10	960	.28*
EBR	d	1700	461	.27	200	.12
WBL	1	1700	376	.22	194	.11*
WBT	2	3400	1008	.30*	560	.16
WBR	d	1700	86	.05	48	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .94 .79

138. Trabuco Rd. at Alicia Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	228	.13	292	.17
NBT	2	3400	838	.25*	531	.16*
NBR	d	1700	53	.03	128	.08
SBL	1	1700	155	.09*	714	.42*
SBT	2	3400	306	.09	731	.22
SBR	d	1700	89	.05	168	.10
EBL	1	1700	204	.12*	165	.10
EBT	3	5100	772	.15	1297	.25*
EBR	d	1700	55	.03	241	.14
WBL	1	1700	88	.05	98	.06*
WBT	3	5100	1383	.27*	1040	.20
WBR	d	1700	488	.29	314	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .94

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	238	.14	292	.17
NBT	2	3400	798	.23*	531	.16*
NBR	d	1700	53	.03	128	.08
SBL	1	1700	115	.07*	704	.41*
SBT	2	3400	316	.09	691	.20
SBR	d	1700	119	.07	148	.09
EBL	1	1700	194	.11*	175	.10
EBT	3	5100	762	.15	1307	.26*
EBR	d	1700	55	.03	231	.14
WBL	1	1700	88	.05	98	.06*
WBT	3	5100	1403	.28*	1050	.21
WBR	d	1700	508	.30	314	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .94

139. Jeronimo Rd. at Alicia Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	532	.16	251	.07*
NBT	2	3400	1018	.30*	454	.13
NBR	1	1700	71	.04	116	.07
SBL	2	3400	54	.02*	234	.07
SBT	2	3400	408	.12	1018	.30*
SBR	1	1700	176	.10	631	.37
EBL	2	3400	496	.15*	261	.08
EBT	3	5100	1075	.21	1540	.30*
EBR	1	1700	174	.10	414	.24
WBL	2	3400	108	.03	168	.05*
WBT	3	5100	1122	.22*	1148	.23
WBR	1	1700	116	.07	115	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .77

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	562	.17	251	.07*
NBT	2	3400	1028	.30*	454	.13
NBR	1	1700	61	.04	116	.07
SBL	2	3400	54	.02*	224	.07
SBT	2	3400	408	.12	1028	.30*
SBR	1	1700	166	.10	571	.34
EBL	2	3400	436	.13*	281	.08
EBT	3	5100	1075	.21	1580	.31*
EBR	1	1700	174	.10	454	.27
WBL	2	3400	108	.03	168	.05*
WBT	3	5100	1212	.24*	1148	.23
WBR	1	1700	106	.06	115	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .78

140. Alicia Pkwy. at Muirlands Bl.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	352	.10*	553	.16
NBT	3	5100	1791	.35	2251	.44*
NBR	1	1700	82	.05	245	.14
SBL	1	1700	147	.09	265	.16*
SBT	3	5100	2140	.42*	2011	.39
SBR	1	1700	97	.06	142	.08
EBL	1	1700	98	.06*	265	.16
EBT	2	3400	333	.10	880	.26*
EBR	1	1700	518	.30	639	.38
WBL	1	1700	242	.14	151	.09*
WBT	2	3400	930	.27*	574	.17
WBR	1	1700	521	.31	305	.18
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .91 1.00

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	302	.09*	563	.17
NBT	3	5100	1711	.34	2291	.45*
NBR	1	1700	62	.04	235	.14
SBL	1	1700	157	.09	205	.12*
SBT	3	5100	2230	.44*	2011	.39
SBR	1	1700	97	.06	142	.08
EBL	1	1700	98	.06*	265	.16
EBT	2	3400	373	.11	930	.27*
EBR	1	1700	488	.29	549	.32
WBL	1	1700	242	.14	161	.09*
WBT	2	3400	910	.27*	604	.18
WBR	1	1700	531	.31	335	.20
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .92 .98

141. I-5 NB Ramps at Alicia Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		115	{.06}*	300	{.17}*
NBT	0	5100	0	.06	0	.17
NBR	1.5		186		588	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1574	.31*	2525	.50*
EBR	f		1730		504	
WBL	0	0	0		0	
WBT	3	5100	1235	.24	1795	.35
WBR	f		3070		947	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .72

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		115	{.06}*	300	{.17}*
NBT	0	5100	0	.06	0	.17
NBR	1.5		176		558	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1434	.28*	2595	.51*
EBR	f		1820		484	
WBL	0	0	0		0	
WBT	3	5100	1235	.24	1695	.33
WBR	f		3120		957	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .73

142. I-5 SB Ramps at Alicia Pkwy.

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		967		1184	
SBT	0	6800	0	{.20}*	0	{.33}*
SBR	1.5		761		1175	
EBL	0	0	0		0	
EBT	3	5100	2333	.46*	1905	.37*
EBR	f		200		211	
WBL	0	0	0		0	
WBT	3	5100	809	.16	1330	.26
WBR	f		580		795	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.71		.75

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		917		1224	
SBT	0	6800	0	{.19}*	0	{.33}*
SBR	1.5		761		1215	
EBL	0	0	0		0	
EBT	3	5100	2333	.46*	1915	.38*
EBR	f		190		221	
WBL	0	0	0		0	
WBT	3	5100	819	.16	1260	.25
WBR	f		580		755	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.70		.76

143. Los Alisos Bl. at Avd de la Carlota

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	435	.13*	192	.06*
NBT	3	5100	922	.18	1055	.21
NBR	0	0	12		4	
SBL	1	1700	6	.00	20	.01
SBT	2	3400	811	.24*	1171	.34*
SBR	1	1700	276	.16	305	.18
EBL	1.5		230		976	
EBT	0.5	3400	2	.07*	16	.29*
EBR	1	1700	77	.05	432	.25
WBL	0	0	6		8	
WBT	1	1700	22	.02*	4	.01*
WBR	d	1700	12	.01	9	.01
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION				.51		.75

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	455	.13*	182	.05*
NBT	3	5100	812	.16	1095	.22
NBR	0	0	12		4	
SBL	1	1700	6	.00	20	.01
SBT	2	3400	881	.26*	1081	.32*
SBR	1	1700	266	.16	315	.19
EBL	1.5		230		996	
EBT	0.5	3400	2	.07*	16	.30*
EBR	1	1700	57	.03	442	.26
WBL	0	0	6		8	
WBT	1	1700	22	.02*	4	.01*
WBR	d	1700	12	.01	9	.01
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION				.53		.73

144. El Toro Rd. at Paseo de Valencia

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	144	.04	120	.04
NBT	3	5100	801	.16*	742	.15*
NBR	1	1700	366	.22	306	.18
SBL	2	3400	311	.09*	429	.13*
SBT	3	5100	576	.12	860	.17
SBR	0	0	14		24	
EBL	1	1700	34	.02	56	.03
EBT	2	3400	821	.24*	775	.23*
EBR	1	1700	275	.16	161	.09
WBL	2	3400	345	.10*	459	.14*
WBT	2	3400	415	.12	266	.08
WBR	1	1700	290	.17	402	.24
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.64		.70

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	144	.04	110	.03
NBT	3	5100	701	.14*	762	.15*
NBR	1	1700	366	.22	346	.20
SBL	2	3400	311	.09*	419	.12*
SBT	3	5100	556	.11	830	.17
SBR	0	0	14		24	
EBL	1	1700	44	.03	56	.03
EBT	2	3400	841	.25*	765	.23*
EBR	1	1700	265	.16	161	.09
WBL	2	3400	365	.11*	429	.13*
WBT	2	3400	455	.13	276	.08
WBR	1	1700	290	.17	412	.24
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.64		.68

145. Los Alisos Bl. at Paseo de Valencia

2030 Current General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	5100	721	.14*	1269	.25*
SBT	0	0	0		0	
SBR	1	1700	194	.11	95	.06
EBL	2	3400	58	.02*	231	.07
EBT	2	3400	489	.14	1701	.50*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1816	.53*	665	.20
WBR	2	3400	1152	.34	749	.22
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR WBR						
TOTAL CAPACITY UTILIZATION				.74		.80

2030 Alternative 7						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		20	
NBR	0	0	10		10	
SBL	3	5100	751	.15*	1229	.24*
SBT	0	0	40		11	
SBR	1	1700	194	.11	95	.06
EBL	2	3400	58	.02*	231	.07
EBT	2	3400	489	.14	1701	.50*
EBR	0	0	0		0	
WBL	0	0	50		11	{.01}*
WBT	2	3400	1816	.55*	665	.20
WBR	2	3400	1062	.31	779	.23
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR WBR						
TOTAL CAPACITY UTILIZATION				.77		.80