Stantec **Memo**

To:	Laura Stetson MIG	From:	Daryl Zerfass Stantec
File:	Costa Mesa General Plan Update Traffic Analysis (2073007190)	Date:	February 18, 2016

Reference: Costa Mesa Existing Conditions Versus Proposed General Plan Traffic Analysis

This memorandum summarizes the results of an analysis conducted by Stantec Consulting Services Inc. (Stantec) comparing existing and proposed General Plan traffic conditions in the City of Costa Mesa. The analysis was performed based on the existing and future traffic forecast data in the February 12, 2016 *City of Costa Mesa General Plan Update Traffic Analysis* final report prepared by Stantec. The following three scenarios from the General Plan update traffic report were analyzed in this existing versus proposed general plan comparison:

- Existing Conditions
- Buildout of Proposed General Plan (Constrained Highway Network)
- Buildout of Proposed General Plan (Buildout Highway Network)

The existing conditions scenario is based on observed traffic volumes on the existing roadway system in Costa Mesa. The buildout scenarios assume buildout of the proposed General Plan land uses and the roadway improvements listed in Tables 3-7 and 3-8 in the General Plan update traffic report. The improvements listed in those tables are components of the Costa Mesa Master Plan of Streets and Highways (MPSH) that is included in the proposed General Plan Circulation Element.

Table 1 (attached) summarizes average daily traffic (ADT) volumes and ADT volume/capacity (V/C) ratios on the City's roadway system and Table 2 (attached) summarizes AM and PM peak hour intersection capacity utilization (ICU) values for the intersection locations that were analyzed in the traffic report. In both of the scenarios (constrained highway network and buildout highway network) based on buildout of the Costa Mesa proposed General Plan, all of the roadway segments and intersection locations that were analyzed are forecast to operate at acceptable levels of service; therefore the proposed General Plan does not result in any significant traffic impacts compared to existing conditions.

STANTEC CONSULTING SERVICES INC.

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Attachments: Table 1 – Existing and Proposed General Plan ADT Volumes and V/C Ratios
Table 2 – Existing and Proposed General Plan Intersection LOS Summary

Table 1 Existing and Proposed General Plan ADT Volumes and V/C Ratios

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
Roadway	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C
Adams w/o Placentia	6M-A	68,000	39,000	.57	6M-A	68,000	46,000	.68	6M-A	68,000	46,000	.68
Adams e/o Placentia	6M-A	68,000	38,000	.56	6M-A	68,000	44,000	.65	6M-A	68,000	43,000	.63
Adams e/o Mesa Verde E.	6M-A	68,000	38,000	.56	6M-A	68,000	43,000	.63	6M-A	68,000	43,000	.63
Adams w/o Harbor	6M-A	68,000	37,000	.54	6M-A	68,000	42,000	.62	6M-A	68,000	41,000	.60
Adams e/o Harbor	6M-A	68,000	29,000	.43	6M-A	68,000	35,000	.51	6M-A	68,000	34,000	.50
Adams w/o Fairview	5M-A	57,000	26,000	.46	5M-A	57,000	30,000	.53	5M-A	57,000	29,000	.51
Anaheim s/o 19th	2C	12,500	5,000	.40	2C	12,500	8,000	.64	2C	12,500	7,000	.56
Anaheim n/o Superior	2C	12,500	6,000	.48	2C	12,500	7,000	.56	2C	12,500	6,000	.48
Anton e/o Bristol	6M	56,000	23,000	.41	6M	56,000	36,000	.64	6M	56,000	36,000	.64
Anton s/o Sunflower	6M	56,000	5,000	.09	6M	56,000	7,000	.13	6M	56,000	6,000	.11
Arlington e/o Fairview	2S	12,500	5,000	.40	2S	12,500	7,000	.56	2S	12,500	7,000	.56
Ave of the Arts n/o Anton	4S	25,000	7,000	.28	4S	25,000	9,000	.36	4S	25,000	9,000	.36
Baker e/o Mesa Verde	2S	12,500	9,000	.72	2S	12,500	11,000	.88	4S	25,000	10,000	.40
Baker w/o Harbor	4S	25,000	14,000	.56	4S	25,000	16,000	.64	4S	25,000	16,000	.64
Baker e/o Harbor	4P-A	45,000	19,000	.42	4P-A	45,000	23,000	.51	4P-A	45,000	23,000	.51
Baker w/o Fairview	4P-A	45,000	23,000	.51	4P-A	45,000	28,000	.62	4P-A	45,000	28,000	.62
Baker e/o Fairview	4P-A	45,000	32,000	.71	4P-A	45,000	37,000	.82	4P-A	45,000	38,000	.84
Baker e/o Coolidge	4P-A	45,000	30,000	.67	4P-A	45,000	37,000	.82	4P-A	45,000	38,000	.84
Baker w/o Bear	4P-A	45,000	31,000	.69	4P-A	45,000	38,000	.84	4P-A	45,000	40,000	.89
Baker w/o Randolph	4P-A	45,000	24,000	.53	4P-A	45,000	30,000	.67	6M-A	68,000	36,000	.53
Baker w/o SR-55	4P-A	45,000	27,000	.60	4P-A	45,000	33,000	.73	6M-A	68,000	39,000	.57
Baker w/o Pullman	4P-A	45,000	20,000	.44	4P-A	45,000	23,000	.51	6M-A	68,000	26,000	.38
Baker e/o Pullman	5M-A	57,000	15,000	.26	5M-A	57,000	17,000	.30	6M-A	68,000	20,000	.29
Bay e/o Harbor	2C	12,500	4,000	.32	2C	12,500	6,000	.48	2C	12,500	5,000	.40
Bay e/o Newport	2C	12,500	6,000	.48	2C	12,500	6,000	.48	2C	12,500	6,000	.48
Bear s/o Sunflower	6M	56,000	26,000	.46	6M	56,000	29,000	.52	6M	56,000	31,000	.55
Bear n/o South Coast	6M	56,000	30,000	.54	6M	56,000	34,000	.61	6M	56,000	35,000	.63
Bear n/o Paularino	4P	38,000	27,000	.71	4P	38,000	30,000	.79	6M	56,000	32,000	.57
Bristol s/o Sunflower	6M-A	68,000	41,000	.60	6M-A	68,000	49,000	.72	6M-A	68,000	48,000	.71
Bristol n/o Anton	8M-A	90,000	47,000	.52	8M-A	90,000	56,000	.62	8M-A	90,000	55,000	.61

Table 1 Existing and Proposed General Plan ADT Volumes and V/C Ratios (continued)

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
Roadway	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C
Bristol s/o Anton	10M-A	112,000	65,000	.58	10M-A	112,000	82,000	.73	10M-A	112,000	82,000	.73
Bristol n/o Paularino	6M	56,000	36,000	.64	6M	56,000	46,000	.82	6M	56,000	44,000	.79
Bristol n/o Baker	6M	56,000	31,000	.55	6M	56,000	41,000	.73	6M	56,000	40,000	.71
Bristol n/o Bear	6M	56,000	22,000	.39	6M	56,000	30,000	.54	6M	56,000	30,000	.54
Bristol s/o Bear	6M	56,000	26,000	.46	6M	56,000	36,000	.64	6M	56,000	35,000	.63
Bristol e/o Newport	6M	56,000	26,000	.46	6M	56,000	33,000	.59	6M	56,000	32,000	.57
Bristol w/o Redhill	6M	56,000	25,000	.45	6M	56,000	32,000	.57	6M	56,000	30,000	.54
Canyon n/o Victoria	2C	12,500	3,000	.24	2C	12,500	3,000	.24	2C	12,500	4,000	.32
Country Club n/o Mesa Verde	2C	12,500	4,000	.32	2C	12,500	4,000	.32	2C	12,500	4,000	.32
Del Mar w/o Orange	4S	25,000	12,000	.48	4S	25,000	12,000	.48	4P	38,000	18,000	.47
Del Mar w/o Santa Ana	2S	12,500	6,000	.48	2S	12,500	7,000	.56	4P	38,000	12,000	.32
Del Mar/University w/o Irvine	2S	12,500	6,000	.48	2S	12,500	7,000	.56	4P	38,000	10,000	.26
El Camino e/o Fairview	2S	12,500	6,000	.48	2S	12,500	7,000	.56	2S	12,500	7,000	.56
El Camino w/o Mendoza	2S	12,500	3,000	.24	2S	12,500	4,000	.32	2S	12,500	4,000	.32
Elden n/o 22nd	2C	12,500	2,000	.16	2C	12,500	2,000	.16	2C	12,500	2,000	.16
Fair e/o Harbor	4P	38,000	14,000	.37	4P	38,000	16,000	.42	4P	38,000	15,000	.39
Fair e/o Fairview	4P	38,000	21,000	.55	4P	38,000	26,000	.68	4P	38,000	25,000	.66
Fair w/o Newport	4P	38,000	24,000	.63	4P	38,000	28,000	.74	4P	38,000	27,000	.71
Fairview n/o South Coast	6M-A	68,000	42,000	.62	6M-A	68,000	47,000	.69	6M-A	68,000	47,000	.69
Fairview s/o South Coast	6M-A	68,000	61,000	.90	6M-A	68,000	70,000	1.03 (a)	6M-A	68,000	69,000	1.01 (a)
Fairview s/o I-405	6M-A	68,000	44,000	.65	6M-A	68,000	54,000	.79	6M-A	68,000	53,000	.78
Fairview s/o Baker	6M-A	68,000	48,000	.71	6M-A	68,000	59,000	.87	6M-A	68,000	60,000	.88
Fairview s/o Adams	6M-A	68,000	33,000	.49	6M-A	68,000	42,000	.62	6M-A	68,000	42,000	.62
Fairview n/o Fair	6M-A	68,000	23,000	.34	6M-A	68,000	32,000	.47	6M-A	68,000	33,000	.49
Fairview n/o Wilson	6M-A	68,000	13,000	.19	6M-A	68,000	18,000	.26	6M-A	68,000	19,000	.28
Fairview s/o Wilson	4P-A	45,000	12,000	.27	4P-A	45,000	17,000	.38	4P-A	45,000	18,000	.40
Gisler w/o Harbor	2S	12,500	11,000	.88	2S	12,500	12,000	.96	2S	12,500	12,000	.96
Hamilton e/o Placentia	2C	12,500	3,000	.24	2C	12,500	4,000	.32	2C	12,500	3,000	.24
Hamilton w/o Harbor	2C	12,500	8,000	.64	2C	12,500	11,000	.88	2C	12,500	9,000	.72
Harbor n/o Sunflower	6M-A	68,000	44,000	.65	6M-A	68,000	50,000	.74	6M-A	68,000	50,000	.74

Table 1 Existing and Proposed General Plan ADT Volumes and V/C Ratios (continued)

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
Roadway	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C
Harbor n/o South Coast	6M-A	68,000	50,000	.74	6M-A	68,000	57,000	.84	6M-A	68,000	57,000	.84
Harbor n/o Baker	8M-A	90,000	59,000	.66	8M-A	90,000	71,000	.79	8M-A	90,000	69,000	.77
Harbor n/o Village	7M-A	79,000	62,000	.78	7M-A	79,000	75,000	.95	7M-A	79,000	73,000	.92
Harbor n/o Adams	7M-A	79,000	55,000	.70	7M-A	79,000	67,000	.85	7M-A	79,000	66,000	.84
Harbor s/o Adams	6M-A	68,000	47,000	.69	6M-A	68,000	58,000	.85	6M-A	68,000	56,000	.82
Harbor n/o Fair	6M-A	68,000	43,000	.63	6M-A	68,000	54,000	.79	6M-A	68,000	51,000	.75
Harbor n/o Wilson	6M-A	68,000	40,000	.59	6M-A	68,000	52,000	.76	6M-A	68,000	48,000	.71
Harbor n/o Victoria	6M-A	68,000	39,000	.57	6M-A	68,000	50,000	.74	6M-A	68,000	44,000	.65
Harbor n/o Bay	6M-A	68,000	27,000	.40	6M-A	68,000	35,000	.51	6M-A	68,000	32,000	.47
Harbor n/o 19th	6M-A	68,000	27,000	.40	6M-A	68,000	38,000	.56	6M-A	68,000	34,000	.50
Harbor s/o 19th	6M-A	68,000	18,000	.26	6M-A	68,000	23,000	.34	6M-A	68,000	21,000	.31
Hyland s/o MacArthur	4P	38,000	10,000	.26	4P	38,000	11,000	.29	4P	38,000	11,000	.29
Hyland s/o Scenic	4P	38,000	7,000	.18	4P	38,000	8,000	.21	4P	38,000	8,000	.21
Hyland s/o Sunflower	4P	38,000	7,000	.18	4P	38,000	9,000	.24	4P	38,000	9,000	.24
Industrial w/o Newport	2C	12,500	5,000	.40	2C	12,500	5,000	.40	2C	12,500	6,000	.48
Irvine s/o Bristol	6M	56,000	26,000	.46	6M	56,000	30,000	.54	6M	56,000	29,000	.52
Irvine n/o Mesa	6M	56,000	21,000	.38	6M	56,000	24,000	.43	6M	56,000	23,000	.41
Irvine n/o University	4P	38,000	26,000	.68	4P	38,000	30,000	.79	4P	38,000	30,000	.79
Irvine n/o 22nd	4P	38,000	28,000	.74	4P	38,000	32,000	.84	4P	38,000	29,000	.76
Irvine s/o 22nd	4P	38,000	26,000	.68	4P	38,000	30,000	.79	4P	38,000	26,000	.68
Irvine n/o 19th	4P	38,000	29,000	.76	4P	38,000	33,000	.87	4P	38,000	28,000	.74
Irvine n/o 17th	4P	38,000	20,000	.53	4P	38,000	23,000	.61	4P	38,000	18,000	.47
Irvine n/o 16th	4P	38,000	14,000	.37	4P	38,000	15,000	.39	4P	38,000	15,000	.39
MacArthur w/o Harbor	6M	56,000	23,000	.41	6M	56,000	25,000	.45	6M	56,000	25,000	.45
Merrimac e/o Harbor	4P	38,000	10,000	.26	4P	38,000	13,000	.34	4P	38,000	12,000	.32
Merrimac w/o Fairview	4P	38,000	10,000	.26	4P	38,000	11,000	.29	4P	38,000	11,000	.29
Mesa w/o Orange	2S	12,500	7,000	.56	2S	12,500	7,000	.56	2S	12,500	7,000	.56
Mesa e/o Santa Ana	2S	12,500	7,000	.56	2S	12,500	8,000	.64	2S	12,500	8,000	.64
Mesa Verde W. n/o Adams	4P	38,000	7,000	.18	4P	38,000	8,000	.21	4P	38,000	8,000	.21
Mesa Verde W. w/o Country Club	4P	38,000	7,000	.18	4P	38,000	8,000	.21	4P	38,000	8,000	.21

Table 1 Existing and Proposed General Plan ADT Volumes and V/C Ratios (continued)

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
Roadway	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C
Mesa Verde E. n/o Baker	4P	38,000	4,000	.11	4P	38,000	5,000	.13	4P	38,000	5,000	.13
Mesa Verde E. n/o Adams	4P	38,000	6,000	.16	4P	38,000	7,000	.18	4P	38,000	7,000	.18
Mesa Verde E. s/o Adams	4P	38,000	10,000	.26	4P	38,000	11,000	.29	4P	38,000	11,000	.29
Mesa Verde E. w/o Harbor	4P	38,000	11,000	.29	4P	38,000	13,000	.34	4P	38,000	13,000	.34
Monrovia s/o 19th	2C	12,500	6,000	.48	2C	12,500	6,000	.48	2C	12,500	6,000	.48
Monrovia n/o 17th	2C	12,500	6,000	.48	2C	12,500	6,000	.48	2C	12,500	6,000	.48
Newport SB n/o Mesa	3M-A	34,000	26,000	.76	3M-A	34,000	30,000	.88	3M-A	34,000	31,000	.91
Newport SB n/o Fair/Del Mar	4M-A	45,000	24,000	.53	4M-A	45,000	28,000	.62	4M-A	45,000	28,000	.62
Newport SB n/o Santa Isabel	3M-A	34,000	10,000	.29	3M-A	34,000	12,000	.35	3M-A	34,000	14,000	.41
Newport SB n/o Victoria	3M-A	34,000	30,000	.88	3M-A	34,000	38,000	1.12 (a)	3M-A	34,000	37,000	1.09 (a)
Newport SB s/o Victoria	2M-A	23,000	11,000	.48	2M-A	23,000	17,000	.74	2M-A	23,000	18,000	.78
Newport SB s/o Ford	2M-A	23,000	8,000	.35	2M-A	23,000	12,000	.52	2M-A	23,000	12,000	.52
Newport NB n/o Mesa	2M-A	23,000	7,000	.30	2M-A	23,000	10,000	.43	2M-A	23,000	10,000	.43
Newport NB n/o Fair/Del Mar	3M-A	34,000	24,000	.71	3M-A	34,000	27,000	.79	3M-A	34,000	27,000	.79
Newport NB n/o Santa Isabel	2M-A	23,000	13,000	.57	2M-A	23,000	15,000	.65	2M-A	23,000	16,000	.70
Newport NB n/o 22nd	3M-A	34,000	28,000	.82	3M-A	34,000	32,000	.94	3M-A	34,000	30,000	.88
Newport NB s/o 22nd	3M-A	34,000	13,000	.38	3M-A	34,000	15,000	.44	3M-A	34,000	15,000	.44
Newport NB s/o 20th	2M-A	23,000	9,000	.39	2M-A	23,000	10,000	.43	2M-A	23,000	10,000	.43
Newport s/o 19th	7M-A	79,000	66,000	.84	8M-A	90,000	79,000	.88	6M-A	68,000	31,000	.46
Newport n/o 17th	7M-A	79,000	79,000	1.00	8M-A	90,000	94,000	1.04 (a)	6M-A	68,000	44,000	.65
Newport n/o Industrial	6M-A	68,000	51,000	.75	6M-A	68,000	57,000	.84	6M-A	68,000	16,000	.24
Ogle e/o Orange	2C	12,500	2,000	.16	2C	12,500	2,000	.16	2C	12,500	2,000	.16
Orange n/o Del Mar	2C	12,500	2,000	.16	2C	12,500	3,000	.24	2C	12,500	2,000	.16
Orange n/o Santa Isabel	2C	12,500	3,000	.24	2C	12,500	4,000	.32	2C	12,500	4,000	.32
Orange n/o 22nd	2C	12,500	4,000	.32	2C	12,500	5,000	.40	2C	12,500	5,000	.40
Orange n/o 21st	2C	12,500	6,000	.48	2C	12,500	7,000	.56	2C	12,500	6,000	.48
Orange n/o 19th	2C	12,500	7,000	.56	2C	12,500	8,000	.64	2C	12,500	6,000	.48
Orange n/o 17th	2C	12,500	12,000	.96	2C	12,500	13,000	1.04 (a)	2C	12,500	12,000	.96
Orange n/o 16th	2C	12,500	8,000	.64	2C	12,500	9,000	.72	2C	12,500	6,000	.48
Orange n/o 15th	2C	12,500	5,000	.40	2C	12,500	5,000	.40	2C	12,500	5,000	.40

Table 1 Existing and Proposed General Plan ADT Volumes and V/C Ratios (continued)

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
Roadway	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C
Park s/o 19th	2C	12,500	5,000	.40	2C	12,500	6,000	.48	2C	12,500	6,000	.48
Paularino e/o Fairview	2C	12,500	6,000	.48	2C	12,500	6,000	.48	2C	12,500	7,000	.56
Paularino e/o Bear	2C	12,500	8,000	.64	2C	12,500	9,000	.72	2C	12,500	9,000	.72
Paularino e/o Bristol	4P	38,000	16,000	.42	4P	38,000	19,000	.50	4P	38,000	15,000	.39
Paularino w/o Redhill	4P	38,000	12,000	.32	4P	38,000	14,000	.37	4P	38,000	13,000	.34
Placentia s/o Adams	4P	38,000	11,000	.29	4P	38,000	13,000	.34	4P	38,000	13,000	.34
Placentia n/o Wilson	4P	38,000	12,000	.32	4P	38,000	15,000	.39	4P	38,000	14,000	.37
Placentia n/o Victoria	4P	38,000	16,000	.42	4P	38,000	19,000	.50	4P	38,000	22,000	.58
Placentia n/o Hamilton	4P	38,000	27,000	.71	4P	38,000	31,000	.82	4P	38,000	30,000	.79
Placentia s/o Hamilton	4P	38,000	24,000	.63	4P	38,000	27,000	.71	4P	38,000	26,000	.68
Placentia s/o 19th	4P	38,000	24,000	.63	4P	38,000	29,000	.76	4P	38,000	25,000	.66
Placentia n/o 17th	4P	38,000	17,000	.45	4P	38,000	21,000	.55	4P	38,000	18,000	.47
Placentia n/o 16th	4P	38,000	15,000	.39	4P	38,000	17,000	.45	4P	38,000	15,000	.39
Pomona n/o Victoria	2C	12,500	4,000	.32	2C	12,500	4,000	.32	2C	12,500	5,000	.40
Pomona n/o Hamilton	2C	12,500	8,000	.64	2C	12,500	10,000	.80	2C	12,500	9,000	.72
Pomona n/o 19th	2C	12,500	7,000	.56	2C	12,500	9,000	.72	2C	12,500	9,000	.72
Pomona n/o 18th	2C	12,500	7,000	.56	2C	12,500	8,000	.64	2C	12,500	8,000	.64
Pomona s/o 18th	2C	12,500	10,000	.80	2C	12,500	12,000	.96	2C	12,500	11,000	.88
Pomona n/o 17th	2C	12,500	5,000	.40	2C	12,500	6,000	.48	2C	12,500	5,000	.40
Red Hill n/o Airport Loop	4P	38,000	17,000	.45	4P	38,000	21,000	.55	4P	38,000	21,000	.55
Red Hill n/o Paularino	4P	38,000	19,000	.50	4P	38,000	23,000	.61	4P	38,000	23,000	.61
Red Hill n/o Baker	4P	38,000	18,000	.47	4P	38,000	22,000	.58	4P	38,000	23,000	.61
Redhill n/o Kalmus	4P	38,000	15,000	.39	4P	38,000	18,000	.47	4P	38,000	17,000	.45
Red Hill n/o Bristol	4P	38,000	19,000	.50	4P	38,000	22,000	.58	4P	38,000	21,000	.55
Sakioka n/o Anton	4P	38,000	6,000	.16	4P	38,000	8,000	.21	4P	38,000	8,000	.21
Santa Ana s/o Bristol	4S	25,000	10,000	.40	4S	25,000	12,000	.48	4S	25,000	12,000	.48
Santa Ana n/o Del Mar/University	4S	25,000	7,000	.28	4S	25,000	9,000	.36	4S	25,000	9,000	.36
Santa Ana n/o Santa Isabel	2C	12,500	6,000	.48	2C	12,500	7,000	.56	2C	12,500	7,000	.56
Santa Ana n/o 22nd	2C	12,500	6,000	.48	2C	12,500	7,000	.56	2C	12,500	6,000	.48
Santa Ana n/o 21st	2C	12,500	5,000	.40	2C	12,500	6,000	.48	2C	12,500	5,000	.40

Table 1 Existing and Proposed General Plan ADT Volumes and V/C Ratios (continued)

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
Roadway	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C
Santa Ana n/o 19th	2C	12,500	6,000	.48	2C	12,500	7,000	.56	2C	12,500	6,000	.48
Santa Ana n/o 17th	2C	12,500	8,000	.64	2C	12,500	9,000	.72	2C	12,500	7,000	.56
Santa Ana n/o 16th	2C	12,500	6,000	.48	2C	12,500	7,000	.56	2C	12,500	5,000	.40
Santa Ana n/o 15th	2C	12,500	5,000	.40	2C	12,500	5,000	.40	2C	12,500	4,000	.32
Santa Isabel e/o Newport	2S	12,500	4,000	.32	2S	12,500	4,000	.32	2S	12,500	4,000	.32
Santa Isabel e/o Orange	2S	12,500	3,000	.24	2S	12,500	3,000	.24	2S	12,500	3,000	.24
South Coast w/o Harbor	4P	38,000	11,000	.29	4P	38,000	15,000	.39	4P	38,000	15,000	.39
South Coast e/o Harbor	4P	38,000	12,000	.32	4P	38,000	20,000	.53	4P	38,000	20,000	.53
South Coast w/o Fairview	4P	38,000	13,000	.34	4P	38,000	21,000	.55	4P	38,000	21,000	.55
South Coast e/o Wimbledon	4P	38,000	16,000	.42	4P	38,000	19,000	.50	4P	38,000	19,000	.50
South Coast w/o Bear	4P	38,000	16,000	.42	4P	38,000	18,000	.47	4P	38,000	18,000	.47
Sunflower e/o Hyland	4P	38,000	5,000	.13	4P	38,000	7,000	.18	4P	38,000	7,000	.18
Sunflower w/o Harbor	4P	38,000	7,000	.18	4P	38,000	10,000	.26	4P	38,000	10,000	.26
Sunflower e/o Harbor	4P	38,000	13,000	.34	4P	38,000	17,000	.45	4P	38,000	17,000	.45
Sunflower w/o Susan	4P	38,000	13,000	.34	4P	38,000	17,000	.45	4P	38,000	17,000	.45
Sunflower w/o Fairview	4P	38,000	17,000	.45	4P	38,000	21,000	.55	4P	38,000	21,000	.55
Sunflower w/o Fuschia/Raitt	4P	38,000	18,000	.47	4P	38,000	23,000	.61	4P	38,000	23,000	.61
Sunflower w/o Bristol	6M-A	68,000	31,000	.46	6M-A	68,000	40,000	.59	6M-A	68,000	39,000	.57
Sunflower e/o Bristol	6M-A	68,000	25,000	.37	6M-A	68,000	33,000	.49	6M-A	68,000	33,000	.49
Sunflower w/o Anton	6M-A	68,000	19,000	.28	6M-A	68,000	25,000	.37	6M-A	68,000	25,000	.37
Sunflower w/o Main	6M-A	68,000	22,000	.32	6M-A	68,000	31,000	.46	6M-A	68,000	31,000	.46
Superior s/o Anaheim	4P	38,000	12,000	.32	4P	38,000	13,000	.34	4P	38,000	11,000	.29
Superior n/o 16th/Industrial	4P	38,000	23,000	.61	4P	38,000	29,000	.76	4P	38,000	27,000	.71
Tustin n/o 21st	2C	12,500	3,000	.24	2C	12,500	3,000	.24	2C	12,500	3,000	.24
Tustin n/o 20th	2C	12,500	2,000	.16	2C	12,500	3,000	.24	2C	12,500	2,000	.16
Tustin n/o 19th	2C	12,500	4,000	.32	2C	12,500	5,000	.40	2C	12,500	4,000	.32
Tustin n/o 17th	2C	12,500	5,000	.40	2C	12,500	6,000	.48	2C	12,500	4,000	.32
Tustin n/o 16th	2C	12,500	7,000	.56	2C	12,500	7,000	.56	2C	12,500	7,000	.56
Victoria w/o Pacific	4P-A	45,000	30,000	.67	4P-A	45,000	34,000	.76	4P-A	45,000	34,000	.76
Victoria w/o National	4P-A	45,000	28,000	.62	4P-A	45,000	32,000	.71	4P-A	45,000	31,000	.69

Table 1 Existing and Proposed General Plan ADT Volumes and V/C Ratios (continued)

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
Roadway	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C
Victoria w/o Placentia	4P-A	45,000	30,000	.67	4P-A	45,000	33,000	.73	4P-A	45,000	33,000	.73
Victoria e/o Placentia	4P-A	45,000	27,000	.60	4P-A	45,000	31,000	.69	4P-A	45,000	27,000	.60
Victoria e/o Harbor	4P-A	45,000	29,000	.64	4P-A	45,000	33,000	.73	4P-A	45,000	32,000	.71
Victoria w/o Harbor	4P-A	45,000	31,000	.69	4P-A	45,000	39,000	.87	4P-A	45,000	33,000	.73
Victoria e/o College	4P-A	45,000	28,000	.62	4P-A	45,000	33,000	.73	4P-A	45,000	32,000	.71
Wilson w/o Placentia	2S	12,500	7,000	.56	2S	12,500	8,000	.64	2S	12,500	8,000	.64
Wilson e/o Placentia	2S-A	15,000	12,000	.80	2S-A	15,000	14,000	.93	4S-A	30,000	21,000	.70
Wilson e/o Pomona	2S-A	15,000	15,000	1.00	2S-A	15,000	17,000	1.13 (a)	4S-A	30,000	26,000	.87
Wilson w/o Harbor	2S-A	15,000	17,000	1.13 (a)	2S-A	15,000	20,000	1.33 (a)	4S-A	30,000	29,000	.97
Wilson e/o Harbor	4S-A	30,000	17,000	.57	4S-A	30,000	19,000	.63	4S-A	30,000	24,000	.80
Wilson e/o Fairview	2S-A	15,000	13,000	.87	2S-A	15,000	16,000	1.07 (a)	4S-A	30,000	20,000	.67
Wilson e/o Newport	2S	12,500	6,000	.48	2S	12,500	7,000	.56	2S	12,500	6,000	.48
15th e/o Newport	2C	12,500	2,000	.16	2C	12,500	2,000	.16	2C	12,500	3,000	.24
W. 16th e/o Monrovia	2C	12,500	4,000	.32	2C	12,500	5,000	.40	2C	12,500	5,000	.40
W. 16th e/o Placentia	2C	12,500	5,000	.40	2C	12,500	6,000	.48	2C	12,500	6,000	.48
16th w/o Newport	2C	12,500	2,000	.16	2C	12,500	3,000	.24	2C	12,500	4,000	.32
16th e/o Newport	2C	12,500	4,000	.32	2C	12,500	5,000	.40	2C	12,500	5,000	.40
16th e/o Orange	2C	12,500	3,000	.24	2C	12,500	3,000	.24	2C	12,500	3,000	.24
16th e/o Santa Ana	2C	12,500	3,000	.24	2C	12,500	3,000	.24	2C	12,500	3,000	.24
16th e/o Tustin	2C	12,500	3,000	.24	2C	12,500	3,000	.24	2C	12,500	3,000	.24
W. 17th w/o Monrovia	2C	12,500	5,000	.40	2C	12,500	11,000	.88	4S	25,000	9,000	.36
W. 17th w/o Placentia	2C	12,500	7,000	.56	2C	12,500	13,000	1.04 (a)	4S	25,000	11,000	.44
W. 17th e/o Placentia	2S	12,500	9,000	.72	2S	12,500	12,000	.96	4P	38,000	14,000	.37
W. 17th w/o Pomona	2S	12,500	10,000	.80	2S	12,500	12,000	.96	4P	38,000	15,000	.39
17th w/o Orange	6M-A	68,000	35,000	.51	6M-A	68,000	44,000	.65	6M-A	68,000	53,000	.78
17th w/o Westminster	4P-A	45,000	34,000	.76	4P-A	45,000	41,000	.91	6M-A	68,000	47,000	.69
17th w/o Santa Ana	4P-A	45,000	33,000	.73	4P-A	45,000	40,000	.89	6M-A	68,000	45,000	.66
17th e/o Santa Ana	4P-A	45,000	34,000	.76	4P-A	45,000	41,000	.91	6M-A	68,000	46,000	.68
17th w/o Irvine	4P	38,000	30,000	.79	4P	38,000	37,000	.97	4P	38,000	39,000	1.03 (a)
W. 18th e/o Monrovia	2C	12,500	5,000	.40	2C	12,500	6,000	.48	2C	12,500	6,000	.48

Table 1 Existing and Proposed General Plan ADT Volumes and V/C Ratios (continued)

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
Roadway	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C	Lanes & Roadway Type	ADT Capacity	ADT	ADT V/C
W. 18th e/o Placentia	2C	12,500	7,000	.56	2C	12,500	8,000	.64	2C	12,500	7,000	.56
W. 18th w/o Anaheim	2C	12,500	10,000	.80	2C	12,500	12,000	.96	2C	12,500	12,000	.96
W. 18th w/o Park	2C	12,500	11,000	.88	2C	12,500	13,000	1.04 (a)	2C	12,500	13,000	1.04 (a)
W. 19th w/o Placentia	2S	12,500	13,000	1.04 (a)	2S	12,500	14,000	1.12 (a)	4S	25,000	13,000	.52
W. 19th e/o Placentia	4S	25,000	22,000	.88	4S	25,000	29,000	1.16 (a)	4S	25,000	26,000	1.04 (a)
W. 19th w/o Park	6M	56,000	32,000	.57	6M	56,000	43,000	.77	6M	56,000	39,000	.70
W. 19th e/o Harbor	6M	56,000	32,000	.57	6M	56,000	38,000	.68	6M	56,000	35,000	.63
19th e/o Newport	4S	25,000	12,000	.48	4S	25,000	13,000	.52	4S	25,000	9,000	.36
19th w/o Orange	2C	12,500	11,000	.88	2C	12,500	11,000	.88	2C	12,500	8,000	.64
19th e/o Orange	2C	12,500	8,000	.64	2C	12,500	9,000	.72	2C	12,500	7,000	.56
19th e/o Santa Ana	2C	12,500	6,000	.48	2C	12,500	6,000	.48	2C	12,500	6,000	.48
19th w/o Irvine	2C	12,500	6,000	.48	2C	12,500	6,000	.48	2C	12,500	6,000	.48
20th e/o Newport	2C	12,500	4,000	.32	2C	12,500	4,000	.32	2C	12,500	3,000	.24
20th e/o Tustin	2C	12,500	3,000	.24	2C	12,500	3,000	.24	2C	12,500	3,000	.24
21st e/o Newport	2C	12,500	3,000	.24	2C	12,500	3,000	.24	2C	12,500	3,000	.24
21st w/o Irvine	2C	12,500	2,000	.16	2C	12,500	2,000	.16	2C	12,500	2,000	.16
22nd e/o Newport	2C	12,500	10,000	.80	2C	12,500	11,000	.88	4S	25,000	10,000	.40
22nd e/o Orange	2C	12,500	7,000	.56	2C	12,500	7,000	.56	2C	12,500	6,000	.48
22nd e/o Santa Ana	2C	12,500	6,000	.48	2C	12,500	7,000	.56	2C	12,500	5,000	.40
22nd/Santiago w/o Irvine	2C	12,500	5,000	.40	2C	12,500	5,000	.40	2C	12,500	4,000	.32

Abbreviations: ADT – Average Daily Traffic
V/C – Volume/Capacity Ratio

Roadway Types:
- M – Major Arterial (Standard)
- P – Primary Arterial (Standard)
- S – Secondary Arterial (Standard)
- C – Collector Arterial
- M-A – Major Arterial (Augmented)
- P-A – Primary Arterial (Augmented)
- S-A – Secondary Arterial (Augmented)

(a) Although the theoretical maximum ADT capacity is exceeded at this location, this is not considered to be a deficiency because the intersections analyzed along this roadway segment are forecast to operate at acceptable levels of service during the AM and PM peak hours.

Table 2 Existing and Proposed General Plan Intersection LOS Summary

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Harbor & Scenic/Lake Center	.57	A	.60	A	.64	B	.69	B	.65	B	.68	B
2. Harbor & Sunflower	.50	A	.65	B	.61	B	.72	C	.60	A	.72	C
3. Susan & Sunflower	.35	A	.58	A	.49	A	.64	B	.48	A	.67	B
4. Fairview & Sunflower	.61	B	.58	A	.73	C	.70	B	.73	C	.70	B
5. Wimbledon & Sunflower	.28	A	.47	A	.37	A	.55	A	.38	A	.55	A
6. Fuchsia/Raitt & Sunflower	.25	A	.43	A	.37	A	.52	A	.37	A	.52	A
7. Bear & Sunflower	.36	A	.37	A	.43	A	.46	A	.44	A	.47	A
9. Bristol & Sunflower	.58	A	.76	C	.69	B	.89	D	.68	B	.88	D
11. Ave of the Arts & Sunflower	.30	A	.42	A	.45	A	.57	A	.45	A	.57	A
12. Sakioka & Sunflower	.29	A	.41	A	.38	A	.52	A	.37	A	.52	A
13. Anton & Sunflower	.40	A	.42	A	.44	A	.55	A	.43	A	.53	A
14. Harbor & Law Court	.55	A	.69	B	.66	B	.80	C	.65	B	.78	C
15. Bear & Crystal Court	.19	A	.46	A	.19	A	.53	A	.20	A	.57	A
16. Bristol & Town Center	.38	A	.39	A	.44	A	.55	A	.44	A	.54	A
17. Hyland & South Coast/I-405 NB On-Ramp	.23	A	.60	A	.26	A	.56	A	.26	A	.58	A
18. Harbor & South Coast	.48	A	.66	B	.56	A	.84	D	.57	A	.85	D
19. Susan & South Coast	.26	A	.45	A	.46	A	.68	B	.46	A	.67	B
20. Fairview & South Coast	.53	A	.60	A	.69	B	.79	C	.69	B	.79	C
24. Bear & South Coast	.24	A	.43	A	.26	A	.54	A	.27	A	.55	A
25. Bristol & Anton	.39	A	.63	B	.45	A	.84	D	.45	A	.83	D
27. Ave of the Arts & Anton	.36	A	.42	A	.48	A	.71	C	.48	A	.73	C
28. Sakioka & Anton	.28	A	.39	A	.40	A	.55	A	.40	A	.54	A
30. Hyland & MacArthur	.52	A	.91	E	.67	B	.87	D	.67	B	.88	D
36. Bear & Metro Point	.24	A	.45	A	.24	A	.49	A	.25	A	.52	A
38. Harbor & I-405 NB Ramps	.68	B	.78	C	.81	D	.89	D	.84	D	.83	D
39. Harbor & I-405 SB Ramps	.42	A	.59	A	.62	B	.73	C	.62	B	.71	C
40. Fairview & I-405 NB Ramps	.53	A	.60	A	.68	B	.75	C	.68	B	.71	C
41. Fairview & I-405 SB Ramps	.58	A	.57	A	.65	B	.70	B	.62	B	.69	B
42. Bristol & I-405 NB Ramps	.47	A	.76	C	.53	A	.84	D	.53	A	.84	D
43. Bristol & I-405 SB Ramps	.50	A	.56	A	.54	A	.69	B	.52	A	.68	B
44. Harbor & Gisler	.57	A	.74	C	.58	A	.78	C	.58	A	.77	C

Table 2 Existing and Proposed General Plan Intersection LOS Summary (continued)

Intersection	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
45. Harbor & Date	.44	A	.50	A	.49	A	.60	A	.50	A	.59	A
46. Harbor & Nutmeg	.43	A	.55	A	.48	A	.67	B	.48	A	.66	B
47. Fairview & Paularino	.47	A	.49	A	.58	A	.57	A	.56	A	.55	A
48. Bear & Paularino	.36	A	.65	B	.40	A	.76	C	.41	A	.75	C
49. Bristol & Paularino	.46	A	.64	B	.58	A	.79	C	.54	A	.79	C
51. SR-55 SB Ramps & Paularino	.71	C	.64	B	.71	C	.64	B	.70	B	.62	B
52. SR-55 NB Ramps & Paularino	.67	B	.71	C	.77	C	.75	C	.78	C	.70	B
53. Redhill & Paularino	.43	A	.56	A	.56	A	.68	B	.56	A	.71	C
54. Bear & SR 73 NB Ramps	.31	A	.56	A	.38	A	.63	B	.34	A	.69	B
55. Bear & SR-73 SB Ramps	.36	A	.49	A	.42	A	.57	A	.40	A	.68	B
56. Harbor & Baker	.47	A	.64	B	.55	A	.79	C	.55	A	.80	C
57. College & Baker	.34	A	.52	A	.43	A	.65	B	.43	A	.67	B
58. Fairview & Baker	.62	B	.67	B	.77	C	.81	D	.84	D	.82	D
59. Coolidge & Baker	.43	A	.65	B	.52	A	.71	C	.55	A	.76	C
60. Mendoza & Baker	.48	A	.60	A	.57	A	.69	B	.60	A	.73	C
61. Babb & Baker	.55	A	.68	B	.65	B	.77	C	.67	B	.82	D
62. Milbro & Baker	.52	A	.50	A	.62	B	.57	A	.65	B	.61	B
63. Bear & Baker	.49	A	.55	A	.63	B	.67	B	.53	A	.69	B
64. Bristol & Baker	.56	A	.74	C	.72	C	.85	D	.69	B	.89	D
65. SR-55 SB Ramps & Baker	.66	B	.69	B	.73	C	.79	C	.68	B	.87	D
66. SR-55 NB Ramps & Baker	.67	B	.75	C	.63	B	.66	B	.58	A	.65	B
67. Red Hill & Baker	.34	A	.63	B	.43	A	.72	C	.46	A	.80	C
74. Royal Palm & Baker	.33	A	.52	A	.35	A	.66	B	.35	A	.66	B
76. Bristol & Bear	.34	A	.44	A	.39	A	.65	B	.40	A	.55	A
77. Bristol & Newport SB	.27	A	.44	A	.32	A	.67	B	.31	A	.64	B
78. Bristol & Newport NB	.29	A	.41	A	.41	A	.52	A	.38	A	.48	A
79. Bristol & Red Hill	.38	A	.43	A	.51	A	.52	A	.48	A	.51	A
80. Shantar & Adams	.47	A	.60	A	.56	A	.69	B	.56	A	.68	B
81. Placentia/Mesa Verde W & Adams	.75	C	.75	C	.85	D	.89	D	.86	D	.90	D
82. Mesa Verde E & Adams	.52	A	.57	A	.61	B	.66	B	.60	A	.63	B
83. Royal Palm & Adams	.49	A	.66	B	.57	A	.76	C	.57	A	.72	C

Table 2 Existing and Proposed General Plan Intersection LOS Summary (continued)

Intersection	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
84. Harbor & Adams	.66	B	.74	C	.86	D	.84	D	.87	D	.82	D
85. Pinecreek & Adams	.59	A	.62	B	.71	C	.73	C	.72	C	.72	C
86. Fairview & Adams	.62	B	.60	A	.78	C	.75	C	.78	C	.72	C
88. Harbor & Mesa Verde	.41	A	.60	A	.51	A	.75	C	.51	A	.75	C
90. Fairview & Arlington	.28	A	.42	A	.36	A	.47	A	.35	A	.46	A
91. Harbor & Merrimac	.36	A	.56	A	.49	A	.67	B	.48	A	.65	B
92. Fairview & Merrimac	.24	A	.30	A	.36	A	.43	A	.35	A	.45	A
93. Newport SB & Mesa	.28	A	.53	A	.32	A	.65	B	.32	A	.61	B
94. Newport NB & Mesa	.27	A	.41	A	.40	A	.52	A	.38	A	.46	A
95. Harbor & Fair	.35	A	.53	A	.45	A	.63	B	.45	A	.60	A
97. Fairview & Fair	.41	A	.53	A	.57	A	.68	B	.56	A	.65	B
100. Newport SB & Fair	.32	A	.41	A	.35	A	.54	A	.40	A	.78	C
101. Newport NB & Del Mar	.75	C	.48	A	.79	C	.54	A	.81	D	.70	B
102. Newport SB & Vanguard	.23	A	.45	A	.27	A	.63	B	.30	A	.76	C
103. Newport NB & Santa Isabel	.41	A	.43	A	.50	A	.45	A	.58	A	.47	A
104. Harbor & Harbor Center	.39	A	.55	A	.52	A	.64	B	.53	A	.60	A
115. Placentia & Wilson	.43	A	.47	A	.48	A	.50	A	.57	A	.61	B
116. Harbor & Wilson	.41	A	.58	A	.57	A	.69	B	.64	B	.86	D
117. Fairview & Wilson	.48	A	.66	B	.62	B	.86	D	.55	A	.86	D
118. Newport SB & Wilson	.26	A	.39	A	.34	A	.48	A	.44	A	.74	C
119. Newport NB & Wilson	.36	A	.40	A	.46	A	.45	A	.55	A	.50	A
121. Valley & Victoria	.54	A	.65	B	.59	A	.74	C	.59	A	.75	C
122. Canyon & Victoria	.53	A	.61	B	.57	A	.72	C	.57	A	.72	C
123. American & Victoria	.56	A	.59	A	.61	B	.66	B	.59	A	.66	B
124. National & Victoria	.59	A	.63	B	.63	B	.72	C	.62	B	.70	B
125. Placentia & Victoria	.74	C	.77	C	.79	C	.88	D	.77	C	.88	D
126. Pomona & Victoria	.61	B	.63	B	.71	C	.75	C	.61	B	.71	C
127. Harbor & Victoria	.67	B	.78	C	.76	C	.87	D	.73	C	.81	D
128. Newport SB & Victoria	.49	A	.56	A	.54	A	.74	C	.54	A	.72	C
129. Newport NB & 22nd	.79	C	.60	A	.81	D	.57	A	.76	C	.52	A
130. Harbor & Hamilton	.41	A	.57	A	.49	A	.69	B	.49	A	.70	B

Table 2 Existing and Proposed General Plan Intersection LOS Summary (continued)

	Existing Conditions				2035 Proposed General Plan (Constrained Highway Network)				2035 Proposed General Plan (Buildout Highway Network)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
131. Harbor & Bay	.31	A	.47	A	.45	A	.61	B	.36	A	.59	A
132. Newport SB & Bay	.28	A	.50	A	.39	A	.64	B	.34	A	.70	B
133. Newport NB & Bay	.34	A	.45	A	.54	A	.50	A	.46	A	.45	A
134. Placentia & 19th	.43	A	.55	A	.49	A	.61	B	.46	A	.58	A
135. Pomona & 19th	.46	A	.62	B	.60	A	.71	C	.54	A	.67	B
136. Meyer & 19th	.26	A	.34	A	.27	A	.37	A	.26	A	.34	A
137. Anaheim & 19th	.61	B	.70	B	.82	D	.83	D	.77	C	.74	C
138. Park & 19th	.38	A	.51	A	.56	A	.56	A	.47	A	.46	A
139. Harbor & 19th	.40	A	.57	A	.49	A	.77	C	.47	A	.73	C
140. Newport & 19th	.86	D	.83	D	.83	D	.76	C	.85	D	.70	B
141. Newport & Broadway	.63	B	.64	B	.74	C	.75	C	.76	C	.44	A
142. Newport & Harbor	.70	B	.78	C	.67	B	.83	D	.76	C	.63	B
143. Placentia & 18th	.56	A	.69	B	.59	A	.74	C	.54	A	.68	B
144. Newport & 18th/Rochester	.74	C	.81	D	.78	C	.89	D	.73	C	.70	B
145. Maple & Victoria	.54	A	.58	A	.69	B	.66	B	.65	B	.62	B
150. Placentia & 17th	.40	A	.54	A	.42	A	.65	B	.36	A	.63	B
151. Superior & 17th	.67	B	.67	B	.61	B	.73	C	.52	A	.62	B
152. Newport & 17th	.73	C	.77	C	.86	D	.89	D	.83	D	.78	C
153. Orange & 17th	.51	A	.62	B	.67	B	.77	C	.50	A	.68	B
154. Santa Ana & 17th	.52	A	.62	B	.65	B	.73	C	.48	A	.60	A
155. Tustin & 17th	.49	A	.57	A	.57	A	.71	C	.46	A	.56	A
156. Irvine & 17th	.56	A	.67	B	.52	A	.69	B	.49	A	.64	B
157. Newport & 16th	.53	A	.60	A	.63	B	.66	B	.66	B	.44	A
158. Placentia & 16th	.30	A	.35	A	.34	A	.48	A	.31	A	.43	A
159. Superior & 16th	.46	A	.45	A	.58	A	.59	A	.56	A	.56	A
160. Newport & Industrial	.48	A	.59	A	.54	A	.64	B	.61	B	.90	D

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

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City of Costa Mesa General Plan Update Traffic Analysis

Prepared for:
City of Costa Mesa

Prepared by:
Stantec Consulting Services Inc.

February 12, 2016 Final Report

City of Costa Mesa General Plan Update
Traffic Analysis

February 12, 2016 Final Report

Prepared for:

City of Costa Mesa

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Sign-off Sheet

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1.0 Introduction

This report, prepared by Stantec Consulting Services Inc. (Stantec), presents the results of an analysis of the roadway circulation system in the City of Costa Mesa, which is located in Orange County, California. The analysis was prepared to provide background data for updating the Circulation Element in the City's General Plan.

1.1 ANALYSIS SCOPE AND METHODOLOGY

The analysis presented in this report recognizes the interdependency between land use and circulation and analyzes the City of Costa Mesa roadway system in that context. For the analysis, vehicle traffic generation estimates were calculated based on the existing land uses in the City as well as the land uses associated with buildout of the City's current General Plan and the proposed General Plan that is under consideration.

The analysis also compares existing and future vehicle traffic volumes and operating levels of service on the City's roadway system. Existing traffic volumes are based on observed traffic counts. Future traffic volumes are based on buildout of the current and proposed General Plan and were determined using the Costa Mesa Traffic Model (CMTM). The CMTM is derived from the Orange County Transportation Analysis Model, Version 3.4 (OCTAM 3.4), which is maintained by the Orange County Transportation Authority (OCTA), and has been developed according to OCTA's Orange County sub-area traffic modeling guidelines. The CMTM has been certified by the OCTA as being consistent with the OCTAM regional model.

The future setting applied in this analysis is year 2035, which represents a timeframe approximately 20 years in the future and is consistent with the current long-range horizon year in OCTAM 3.4. The following four year 2035 scenarios are analyzed in this study:

- Buildout of Current General Plan Land Use (Constrained Highway Network)
- Buildout of Proposed General Plan Land Use (Constrained Highway Network)
- Buildout of Current General Plan Land Use (Buildout Highway Network)
- Buildout of Proposed General Plan Land Use (Buildout Highway Network)

The year 2035 constrained highway network only assumes improvements that are committed (i.e., approved and funded) to be implemented within the City of Costa Mesa and the surrounding vicinity whereas the buildout highway network assumes buildout of the City's Master Plan of Streets and Highways (MPSH).

1.1.1 Performance Criteria

In this report, a set of performance criteria is utilized to determine existing and future operating levels of service (LOS) on the Costa Mesa roadway circulation system. Traffic LOS is designated

"A" through "F" with LOS "A" representing free flow conditions and LOS "F" representing severe traffic congestion. Table 1-1 summarizes general LOS descriptions for urban streets and intersections as well as the volume/capacity (V/C) ranges that correspond to LOS "A" through "F" for arterial roads. The V/C ranges listed in the table are designated in the current Costa Mesa General Plan Circulation Element as well as the Orange County Congestion Management Program (CMP). The performance criteria applied in this study include components for arterial roadways and intersections on the Costa Mesa circulation system and are based on LOS calculation methodologies and performance standards adopted by the City of Costa Mesa.

The arterial roadway criteria involve the use of average daily traffic (ADT) V/C ratios based on the ADT roadway capacities listed in Table 1-2. ADT capacities are designated for two categories of arterial roadways, standard arterials and augmented arterials. The augmented arterial designation applies to roadways in the City where enhancements that provide increased operating capacity are in place or are planned. Such enhancements include various types of implemented improvements such as additional lanes at intersections, traffic signal coordination and other intelligent transportation system (ITS) technologies.

The ADT roadway capacities applied in this study are considered planning-level capacities that are useful in identifying potential LOS deficiencies within a circulation system. However, the actual performance of an arterial roadway segment is more accurately determined by analyzing the peak hour traffic conditions at the intersections along the roadway since roadway congestion typically occurs at the intersections. In this analysis, an arterial roadway segment where the existing or future ADT volume exceeds the theoretical maximum ADT capacity is not considered to be a deficiency if the intersections along that roadway segment operate at acceptable levels of service during the peak AM and PM time periods based on the intersection performance criteria described below.

The intersection performance criteria applied in this study involve the use of peak hour intersection capacity utilization (ICU) values. The ICU calculation methodology adopted by the City of Costa Mesa applies a saturation flow rate of 1,700 vehicles per hour per intersection lane and a 0.05 clearance interval, which is consistent with the Orange County CMP. The ICU ranges that correspond to LOS "A" through "F" are the same as the V/C ranges shown in Table 1-1. LOS "D" (ICU not to exceed .90) is the performance standard for City of Costa Mesa intersections.

The performance criteria described here satisfies the requirements of the California Environmental Quality Act (CEQA), and provides a realistic measure of arterial system performance. It is also used as a circulation system performance measure by Caltrans and by all local jurisdictions in Orange County, since it is a requirement of both the countywide Growth Management Plan (GMP) and the CMP.

Recently adopted legislation (SB 743), which was signed into law in 2013, removes the traffic LOS from the CEQA environmental impact metrics. The Governor's Office of Planning and Research (OPR) is currently deciding on a substitute for LOS that will measure a project's transportation impact from a broader metric. It is anticipated that the City's performance criteria will keep

Table 1-1 Level of Service Descriptions – Urban Streets and Intersections

Level of Service (LOS)	Description	Volume/Capacity (V/C) Range
A	LOS A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.	.00 – .60
B	LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.	.61 – .70
C	LOS C describes stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.	.71 – .80
D	LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the intersections. The travel speed is between 40% and 50% of the base free-flow speed.	.81 – .90
E	LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the intersections. The travel speed is between 30% and 40% of the base free-flow speed.	.91 – 1.00
F	LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed.	Above 1.00
Source: Orange County CMP and the Highway Capacity Manual 2010, Transportation Research Board, National Research Council		

Table 1-2 Arterial Roadway ADT Capacities

Roadway Classification	Lanes	Average Daily Traffic (ADT) Capacity	
		Standard Arterials (1)	Augmented Arterials (2)
Major Arterial	10	93,000	112,000
	8	75,000	90,000
	6	56,000	68,000
	4 (a)	37,000	45,000
	3 (a)	28,000	34,000
	2 (a)	19,000	23,000
Primary Arterial	4	38,000	45,000
Secondary Arterial	4	25,000	30,000
Divided Collector Arterial	2-4	22,000	Not Applicable
Collector Arterial	2	12,500	Not Applicable

Sources: (1) Orange County Transportation Authority (OCTA) Master Plan of Arterial Highways (MPAH)
(2) City of Costa Mesa Transportation Services Division

(a) This designation applies to one-way Newport Boulevard adjacent to the SR-55 Freeway.

pace with the evolving legislation and the adopted City Standards will mirror the OPR recommended metrics in the near future. Coordination with other regional agency performance metrics will also be needed, including the Southern California Association of Governments and the OCTA.

2.0 Existing Transportation Setting

This chapter describes the existing roadway circulation system in the City of Costa Mesa and summarizes existing vehicle traffic volumes and roadway levels of service within the City.

2.1 EXISTING ROADWAY CIRCULATION SYSTEM

The existing roadway circulation system in the City of Costa Mesa is illustrated in Figure 2-1 together with existing midblock lanes and roadway designations on arterial roadways within the City. Regional circulation facilities serving the City include the San Diego Freeway (Interstate 405), which traverses east-west across the northern portion of the City, the Corona Del Mar Freeway (State Route 73), which begins at the San Diego Freeway between Fairview Road and Bear Street and extends southeast of the City becoming the San Joaquin Hills Transportation Corridor toll road, and the Costa Mesa Freeway (State Route 55), which enters at the northeast corner of the City and extends southwest transitioning into Newport Boulevard south of 19th Street.

North/south arterial roadways serving the City include Harbor Boulevard, Fairview Road, Bear Street and Bristol Street, all of which are six-lane facilities, Placentia Avenue and Red Hill Avenue, both of which are four-lane facilities, and Irvine Avenue, which is a six-lane facility north of Del Mar Avenue and a four-lane facility south of Del Mar Avenue. East-west arterial roadways serving the City include Anton Boulevard and Adams Avenue, which are six-lane facilities, Sunflower Avenue, which is a six-lane facility east of Bear Street and a four-lane facility west of Bear Street, and South Coast Drive, Baker Street, Fair Drive, Wilson Street, Victoria Street, West 19th Street and 17th Street, which are all four-lane facilities.

2.2 EXISTING TRAFFIC CONDITIONS

Existing traffic conditions in the City of Costa Mesa were identified based on average daily traffic (ADT) counts collected for midblock arterial roadway segments in the City and AM and PM peak hour turn movement counts collected at intersection locations in the City. The existing ADT volumes on the City's arterial roadway system are illustrated in Figure 2-2, and existing ADT volume/capacity (V/C) ratios on the City's arterial roadway system are summarized in Table 2-1. As Table 2-1 indicates, the existing ADT volumes on each of the roadway segments that were analyzed are within the theoretical maximum ADT capacity of each segment with the exception of Wilson Street west of Harbor Boulevard and West 19th Street west of Placentia Avenue. However, these two locations are not considered to be actually deficient because, as is demonstrated below, the intersections analyzed along those roadway segments currently operate at acceptable levels of service during the AM and PM peak hours.

Figure 2-3 illustrates the intersection locations within the City of Costa Mesa that were analyzed under existing conditions. Existing intersection capacity utilization (ICU) values were calculated using peak hour traffic count data in combination with the existing lane configuration of each

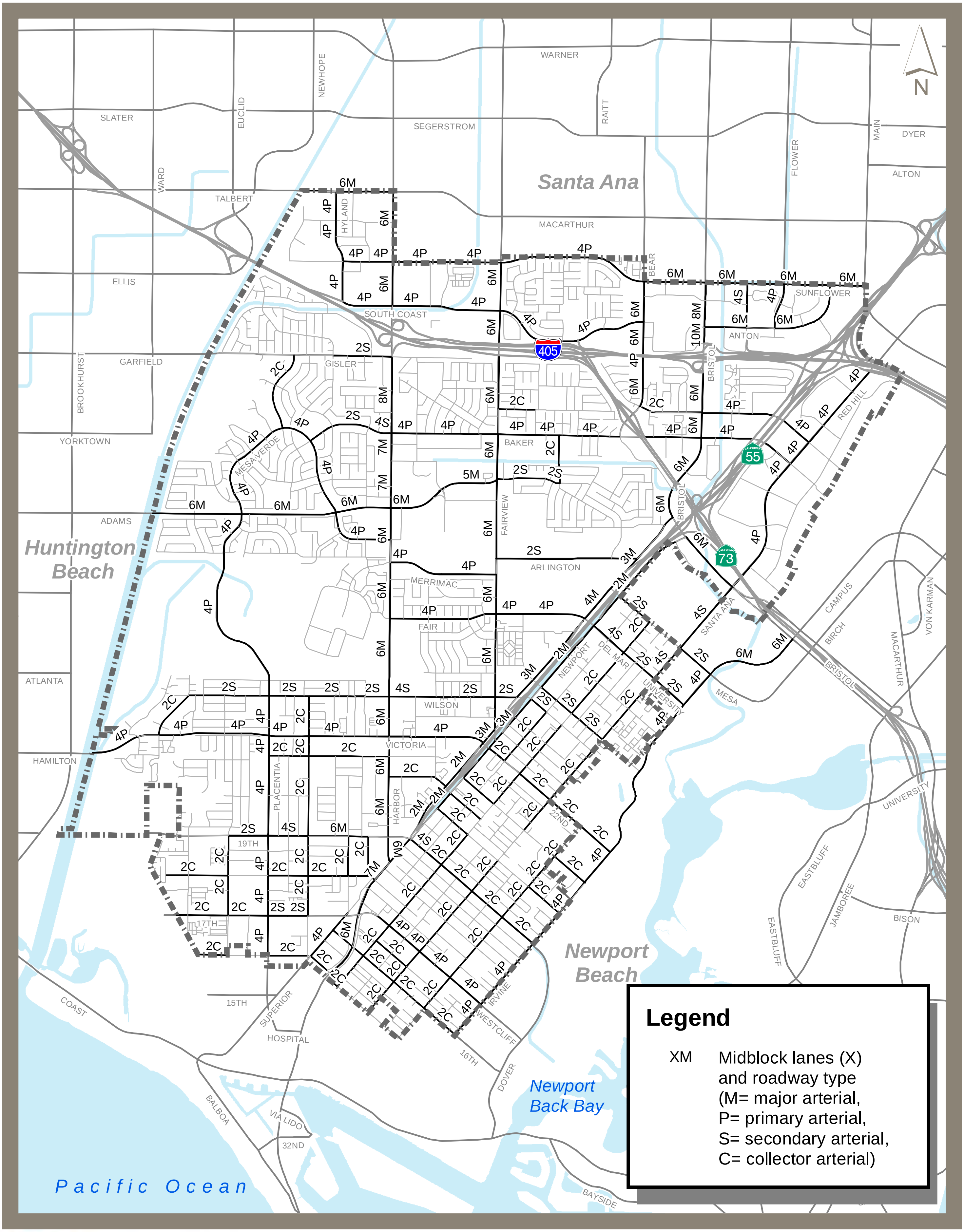

Figure 2-1

Existing Roadway System

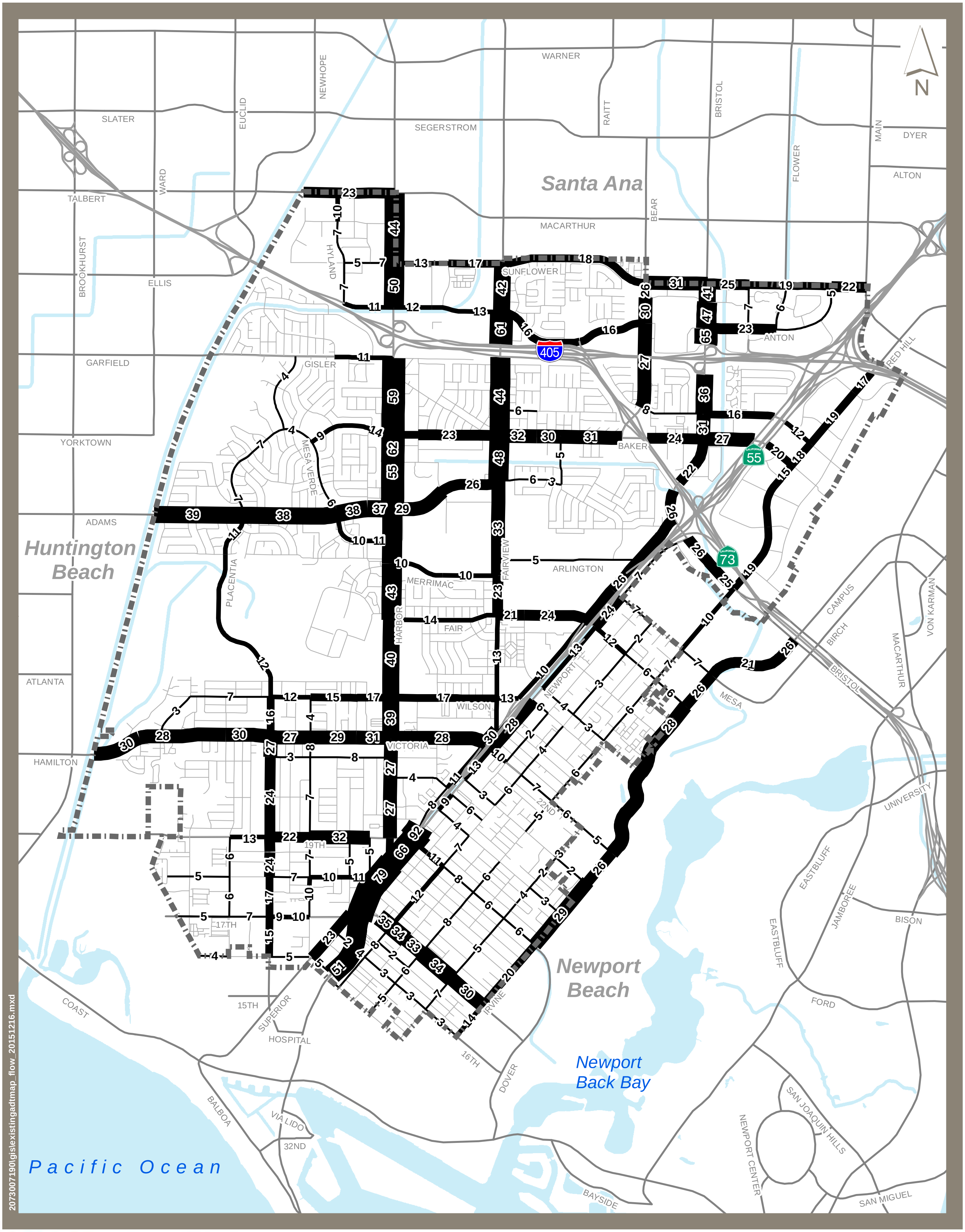

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Figure 2-2

Existing ADT Volumes (000s)

2.3

Table 2-1 Existing ADT Volumes and V/C Ratios

Roadway	Lanes and Roadway Type	ADT Capacity	ADT	ADT V/C
Adams w/o Placentia	6M-A	68,000	39,000	.57
Adams e/o Placentia	6M-A	68,000	38,000	.56
Adams e/o Mesa Verde E.	6M-A	68,000	38,000	.56
Adams w/o Harbor	6M-A	68,000	37,000	.54
Adams e/o Harbor	6M-A	68,000	29,000	.43
Adams w/o Fairview	5M-A	57,000	26,000	.46
Anaheim s/o 19th	2C	12,500	5,000	.40
Anaheim n/o Superior	2C	12,500	6,000	.48
Anton e/o Bristol	6M	56,000	23,000	.41
Anton s/o Sunflower	6M	56,000	5,000	.09
Arlington e/o Fairview	2S	12,500	5,000	.40
Ave of the Arts n/o Anton	4S	25,000	7,000	.28
Baker e/o Mesa Verde	2S	12,500	9,000	.72
Baker w/o Harbor	4S	25,000	14,000	.56
Baker e/o Harbor	4P-A	45,000	19,000	.42
Baker w/o Fairview	4P-A	45,000	23,000	.51
Baker e/o Fairview	4P-A	45,000	32,000	.71
Baker e/o Coolidge	4P-A	45,000	30,000	.67
Baker w/o Bear	4P-A	45,000	31,000	.69
Baker w/o Randolph	4P-A	45,000	24,000	.53
Baker w/o SR-55	4P-A	45,000	27,000	.60
Baker w/o Pullman	4P-A	45,000	20,000	.44
Baker e/o Pullman	5M-A	57,000	15,000	.26
Bay e/o Harbor	2C	12,500	4,000	.32
Bay e/o Newport	2C	12,500	6,000	.48
Bear s/o Sunflower	6M	56,000	26,000	.46
Bear n/o South Coast	6M	56,000	30,000	.54
Bear n/o Paularino	4P	38,000	27,000	.71
Bristol s/o Sunflower	6M-A	68,000	41,000	.60
Bristol n/o Anton	8M-A	90,000	47,000	.52
Bristol s/o Anton	10M-A	112,000	65,000	.58
Bristol n/o Paularino	6M	56,000	36,000	.64
Bristol n/o Baker	6M	56,000	31,000	.55
Bristol n/o Bear	6M	56,000	22,000	.39
Bristol s/o Bear	6M	56,000	26,000	.46
Bristol e/o Newport	6M	56,000	26,000	.46
Bristol w/o Redhill	6M	56,000	25,000	.45
Canyon n/o Victoria	2C	12,500	3,000	.24
Country Club n/o Mesa Verde	2C	12,500	4,000	.32
Del Mar w/o Orange	4S	25,000	12,000	.48
Del Mar w/o Santa Ana	2S	12,500	6,000	.48
Del Mar/University w/o Irvine	2S	12,500	6,000	.48
El Camino e/o Fairview	2S	12,500	6,000	.48
El Camino w/o Mendoza	2S	12,500	3,000	.24
Elden n/o 22nd	2C	12,500	2,000	.16

Table 2-1 Existing ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	ADT	ADT V/C
Fair e/o Harbor	4P	38,000	14,000	.37
Fair e/o Fairview	4P	38,000	21,000	.55
Fair w/o Newport	4P	38,000	24,000	.63
Fairview n/o South Coast	6M-A	68,000	42,000	.62
Fairview s/o South Coast	6M-A	68,000	61,000	.90
Fairview s/o I-405	6M-A	68,000	44,000	.65
Fairview s/o Baker	6M-A	68,000	48,000	.71
Fairview s/o Adams	6M-A	68,000	33,000	.49
Fairview n/o Fair	6M-A	68,000	23,000	.34
Fairview n/o Wilson	6M-A	68,000	13,000	.19
Fairview s/o Wilson	4P-A	45,000	12,000	.27
Gisler w/o Harbor	2S	12,500	11,000	.88
Hamilton e/o Placentia	2C	12,500	3,000	.24
Hamilton w/o Harbor	2C	12,500	8,000	.64
Harbor n/o Sunflower	6M-A	68,000	44,000	.65
Harbor n/o South Coast	6M-A	68,000	50,000	.74
Harbor n/o Baker	8M-A	90,000	59,000	.66
Harbor n/o Village	7M-A	79,000	62,000	.78
Harbor n/o Adams	7M-A	79,000	55,000	.70
Harbor s/o Adams	6M-A	68,000	47,000	.69
Harbor n/o Fair	6M-A	68,000	43,000	.63
Harbor n/o Wilson	6M-A	68,000	40,000	.59
Harbor n/o Victoria	6M-A	68,000	39,000	.57
Harbor n/o Bay	6M-A	68,000	27,000	.40
Harbor n/o 19th	6M-A	68,000	27,000	.40
Harbor s/o 19th	6M-A	68,000	18,000	.26
Hyland s/o MacArthur	4P	38,000	10,000	.26
Hyland s/o Scenic	4P	38,000	7,000	.18
Hyland s/o Sunflower	4P	38,000	7,000	.18
Industrial w/o Newport	2C	12,500	5,000	.40
Irvine s/o Bristol	6M	56,000	26,000	.46
Irvine n/o Mesa	6M	56,000	21,000	.38
Irvine n/o University	4P	38,000	26,000	.68
Irvine n/o 22nd	4P	38,000	28,000	.74
Irvine s/o 22nd	4P	38,000	26,000	.68
Irvine n/o 19th	4P	38,000	29,000	.76
Irvine n/o 17th	4P	38,000	20,000	.53
Irvine n/o 16th	4P	38,000	14,000	.37
MacArthur w/o Harbor	6M	56,000	23,000	.41
Merrimac e/o Harbor	4P	38,000	10,000	.26
Merrimac w/o Fairview	4P	38,000	10,000	.26
Mesa w/o Orange	2S	12,500	7,000	.56
Mesa e/o Santa Ana	2S	12,500	7,000	.56
Mesa Verde W. n/o Adams	4P	38,000	7,000	.18
Mesa Verde W. w/o Country Club	4P	38,000	7,000	.18

Table 2-1 Existing ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	ADT	ADT V/C
Mesa Verde E. n/o Baker	4P	38,000	4,000	.11
Mesa Verde E. n/o Adams	4P	38,000	6,000	.16
Mesa Verde E. s/o Adams	4P	38,000	10,000	.26
Mesa Verde E. w/o Harbor	4P	38,000	11,000	.29
Monrovia s/o 19th	2C	12,500	6,000	.48
Monrovia n/o 17th	2C	12,500	6,000	.48
Newport SB n/o Mesa	3M-A	34,000	26,000	.76
Newport SB n/o Fair/Del Mar	4M-A	45,000	24,000	.53
Newport SB n/o Santa Isabel	3M-A	34,000	10,000	.29
Newport SB n/o Victoria	3M-A	34,000	30,000	.88
Newport SB s/o Victoria	2M-A	23,000	11,000	.48
Newport SB s/o Ford	2M-A	23,000	8,000	.35
Newport NB n/o Mesa	2M-A	23,000	7,000	.30
Newport NB n/o Fair/Del Mar	3M-A	34,000	24,000	.71
Newport NB n/o Santa Isabel	2M-A	23,000	13,000	.57
Newport NB n/o 22nd	3M-A	34,000	28,000	.82
Newport NB s/o 22nd	3M-A	34,000	13,000	.38
Newport NB s/o 20th	2M-A	23,000	9,000	.39
Newport s/o 19th	7M-A	79,000	66,000	.84
Newport n/o 17th	7M-A	79,000	79,000	1.00
Newport n/o Industrial	6M-A	68,000	51,000	.75
Ogle e/o Orange	2C	12,500	2,000	.16
Orange n/o Del Mar	2C	12,500	2,000	.16
Orange n/o Santa Isabel	2C	12,500	3,000	.24
Orange n/o 22nd	2C	12,500	4,000	.32
Orange n/o 21st	2C	12,500	6,000	.48
Orange n/o 19th	2C	12,500	7,000	.56
Orange n/o 17th	2C	12,500	12,000	.96
Orange n/o 16th	2C	12,500	8,000	.64
Orange n/o 15th	2C	12,500	5,000	.40
Park s/o 19th	2C	12,500	5,000	.40
Paularino e/o Fairview	2C	12,500	6,000	.48
Paularino e/o Bear	2C	12,500	8,000	.64
Paularino e/o Bristol	4P	38,000	16,000	.42
Paularino w/o Redhill	4P	38,000	12,000	.32
Placentia s/o Adams	4P	38,000	11,000	.29
Placentia n/o Wilson	4P	38,000	12,000	.32
Placentia n/o Victoria	4P	38,000	16,000	.42
Placentia n/o Hamilton	4P	38,000	27,000	.71
Placentia s/o Hamilton	4P	38,000	24,000	.63
Placentia s/o 19th	4P	38,000	24,000	.63
Placentia n/o 17th	4P	38,000	17,000	.45
Placentia n/o 16th	4P	38,000	15,000	.39
Pomona n/o Victoria	2C	12,500	4,000	.32
Pomona n/o Hamilton	2C	12,500	8,000	.64

Table 2-1 Existing ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	ADT	ADT V/C
Pomona n/o 19th	2C	12,500	7,000	.56
Pomona n/o 18th	2C	12,500	7,000	.56
Pomona s/o 18th	2C	12,500	10,000	.80
Pomona n/o 17th	2C	12,500	5,000	.40
Red Hill n/o Airport Loop	4P	38,000	17,000	.45
Red Hill n/o Paularino	4P	38,000	19,000	.50
Red Hill n/o Baker	4P	38,000	18,000	.47
Redhill n/o Kalmus	4P	38,000	15,000	.39
Red Hill n/o Bristol	4P	38,000	19,000	.50
Sakioka n/o Anton	4P	38,000	6,000	.16
Santa Ana s/o Bristol	4S	25,000	10,000	.40
Santa Ana n/o Del Mar/University	4S	25,000	7,000	.28
Santa Ana n/o Santa Isabel	2C	12,500	6,000	.48
Santa Ana n/o 22nd	2C	12,500	6,000	.48
Santa Ana n/o 21st	2C	12,500	5,000	.40
Santa Ana n/o 19th	2C	12,500	6,000	.48
Santa Ana n/o 17th	2C	12,500	8,000	.64
Santa Ana n/o 16th	2C	12,500	6,000	.48
Santa Ana n/o 15th	2C	12,500	5,000	.40
Santa Isabel e/o Newport	2S	12,500	4,000	.32
Santa Isabel e/o Orange	2S	12,500	3,000	.24
South Coast w/o Harbor	4P	38,000	11,000	.29
South Coast e/o Harbor	4P	38,000	12,000	.32
South Coast w/o Fairview	4P	38,000	13,000	.34
South Coast e/o Wimbledon	4P	38,000	16,000	.42
South Coast w/o Bear	4P	38,000	16,000	.42
Sunflower e/o Hyland	4P	38,000	5,000	.13
Sunflower w/o Harbor	4P	38,000	7,000	.18
Sunflower e/o Harbor	4P	38,000	13,000	.34
Sunflower w/o Susan	4P	38,000	13,000	.34
Sunflower w/o Fairview	4P	38,000	17,000	.45
Sunflower w/o Fuschia/Raitt	4P	38,000	18,000	.47
Sunflower w/o Bristol	6M-A	68,000	31,000	.46
Sunflower e/o Bristol	6M-A	68,000	25,000	.37
Sunflower w/o Anton	6M-A	68,000	19,000	.28
Sunflower w/o Main	6M-A	68,000	22,000	.32
Superior s/o Anaheim	4P	38,000	12,000	.32
Superior n/o 16th/Industrial	4P	38,000	23,000	.61
Tustin n/o 21st	2C	12,500	3,000	.24
Tustin n/o 20th	2C	12,500	2,000	.16
Tustin n/o 19th	2C	12,500	4,000	.32
Tustin n/o 17th	2C	12,500	5,000	.40
Tustin n/o 16th	2C	12,500	7,000	.56
Victoria w/o Pacific	4P-A	45,000	30,000	.67
Victoria w/o National	4P-A	45,000	28,000	.62

Table 2-1 Existing ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	ADT	ADT V/C
Victoria w/o Placentia	4P-A	45,000	30,000	.67
Victoria e/o Placentia	4P-A	45,000	27,000	.60
Victoria e/o Harbor	4P-A	45,000	29,000	.64
Victoria w/o Harbor	4P-A	45,000	31,000	.69
Victoria e/o College	4P-A	45,000	28,000	.62
Wilson w/o Placentia	2S	12,500	7,000	.56
Wilson e/o Placentia	2S-A	15,000	12,000	.80
Wilson e/o Pomona	2S-A	15,000	15,000	1.00
Wilson w/o Harbor	2S-A	15,000	17,000	1.13 (a)
Wilson e/o Harbor	4S-A	30,000	17,000	.57
Wilson e/o Fairview	2S-A	15,000	13,000	.87
Wilson e/o Newport	2S	12,500	6,000	.48
15th e/o Newport	2C	12,500	2,000	.16
W. 16th e/o Monrovia	2C	12,500	4,000	.32
W. 16th e/o Placentia	2C	12,500	5,000	.40
16th w/o Newport	2C	12,500	2,000	.16
16th e/o Newport	2C	12,500	4,000	.32
16th e/o Orange	2C	12,500	3,000	.24
16th e/o Santa Ana	2C	12,500	3,000	.24
16th e/o Tustin	2C	12,500	3,000	.24
W. 17th w/o Monrovia	2C	12,500	5,000	.40
W. 17th w/o Placentia	2C	12,500	7,000	.56
W. 17th e/o Placentia	2S	12,500	9,000	.72
W. 17th w/o Pomona	2S	12,500	10,000	.80
17th w/o Orange	6M-A	68,000	35,000	.51
17th w/o Westminster	4P-A	45,000	34,000	.76
17th w/o Santa Ana	4P-A	45,000	33,000	.73
17th e/o Santa Ana	4P-A	45,000	34,000	.76
17th w/o Irvine	4P	38,000	30,000	.79
W. 18th e/o Monrovia	2C	12,500	5,000	.40
W. 18th e/o Placentia	2C	12,500	7,000	.56
W. 18th w/o Anaheim	2C	12,500	10,000	.80
W. 18th w/o Park	2C	12,500	11,000	.88
W. 19th w/o Placentia	2S	12,500	13,000	1.04 (a)
W. 19th e/o Placentia	4S	25,000	22,000	.88
W. 19th w/o Park	6M	56,000	32,000	.57
W. 19th e/o Harbor	6M	56,000	32,000	.57
19th e/o Newport	4S	25,000	12,000	.48
19th w/o Orange	2C	12,500	11,000	.88
19th e/o Orange	2C	12,500	8,000	.64
19th e/o Santa Ana	2C	12,500	6,000	.48
19th w/o Irvine	2C	12,500	6,000	.48
20th e/o Newport	2C	12,500	4,000	.32
20th e/o Tustin	2C	12,500	3,000	.24
21st e/o Newport	2C	12,500	3,000	.24

Table 2-1 Existing ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	ADT	ADT V/C
21st w/o Irvine	2C	12,500	2,000	.16
22nd e/o Newport	2C	12,500	10,000	.80
22nd e/o Orange	2C	12,500	7,000	.56
22nd e/o Santa Ana	2C	12,500	6,000	.48
22nd/Santiago w/o Irvine	2C	12,500	5,000	.40

Abbreviations: ADT – Average Daily Traffic
V/C – Volume/Capacity Ratio

Roadway Types: M – Major Arterial (Standard) M-A – Major Arterial (Augmented)
P – Primary Arterial (Standard) P-A – Primary Arterial (Augmented)
S – Secondary Arterial (Standard) S-A – Secondary Arterial (Augmented)
C – Collector Arterial

(a) Although the theoretical maximum ADT capacity is exceeded at this location, this is not considered to be a deficiency because the intersections analyzed along this roadway segment operate at acceptable levels of service during the AM and PM peak hours (see Table 2-2).

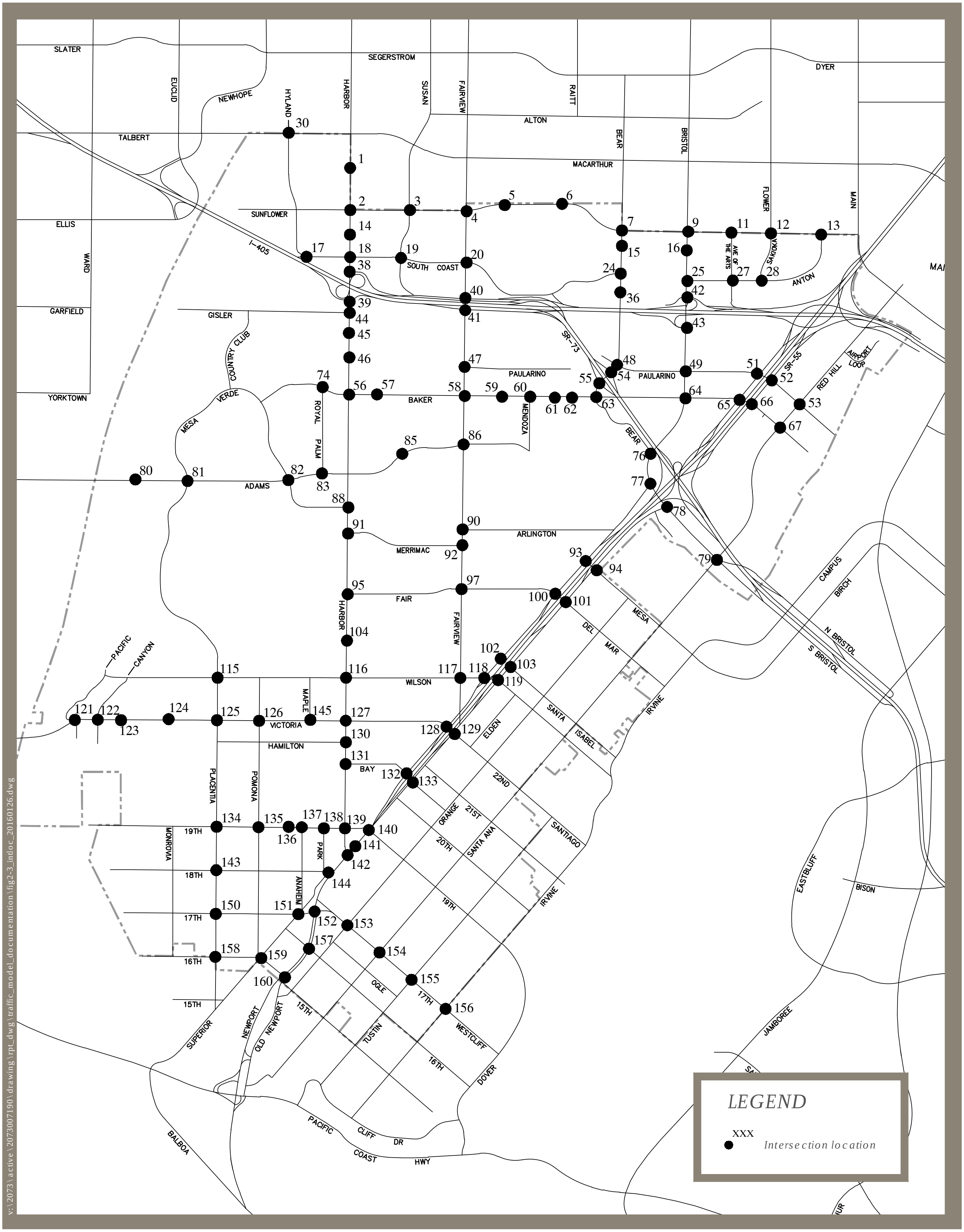

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Figure 2-3

Intersection Location Map

location. Existing AM and PM peak hour ICU values are summarized in Table 2-2 (actual turn volumes and ICU calculation worksheets are included in Appendix A). Based on the intersection LOS performance criteria outlined in Chapter 1.0, each of the intersection locations analyzed in the City currently operates at an acceptable LOS (i.e., LOS “D” or better) with the exception of the intersection of Hyland Avenue and MacArthur Boulevard during the PM peak hour. Future intersection improvements that address this deficiency are described in Section 3.2 (Future Roadway Circulation System) of this report.

Table 2-2 Existing Intersection LOS Summary

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
1. Harbor & Scenic/Lake Center	.57	A	.60	A
2. Harbor & Sunflower	.50	A	.65	B
3. Susan & Sunflower	.35	A	.58	A
4. Fairview & Sunflower	.61	B	.58	A
5. Wimbledon & Sunflower	.28	A	.47	A
6. Fuchsia/Raitt & Sunflower	.25	A	.43	A
7. Bear & Sunflower	.36	A	.37	A
9. Bristol & Sunflower	.58	A	.76	C
11. Ave of the Arts & Sunflower	.30	A	.42	A
12. Sakioka & Sunflower	.29	A	.41	A
13. Anton & Sunflower	.40	A	.42	A
14. Harbor & Law Court	.55	A	.69	B
15. Bear & Crystal Court	.19	A	.46	A
16. Bristol & Town Center	.38	A	.39	A
17. Hyland & South Coast/I-405 NB On-Ramp	.23	A	.60	A
18. Harbor & South Coast	.48	A	.66	B
19. Susan & South Coast	.26	A	.45	A
20. Fairview & South Coast	.53	A	.60	A
24. Bear & South Coast	.24	A	.43	A
25. Bristol & Anton	.39	A	.63	B
27. Ave of the Arts & Anton	.36	A	.42	A
28. Sakioka & Anton	.28	A	.39	A
30. Hyland & MacArthur	.52	A	.91	E
36. Bear & Metro Point	.24	A	.45	A
38. Harbor & I-405 NB Ramps	.68	B	.78	C
39. Harbor & I-405 SB Ramps	.42	A	.59	A
40. Fairview & I-405 NB Ramps	.53	A	.60	A
41. Fairview & I-405 SB Ramps	.58	A	.57	A
42. Bristol & I-405 NB Ramps	.47	A	.76	C
43. Bristol & I-405 SB Ramps	.50	A	.56	A
44. Harbor & Gisler	.57	A	.74	C
45. Harbor & Date	.44	A	.50	A
46. Harbor & Nutmeg	.43	A	.55	A
47. Fairview & Paularino	.47	A	.49	A
48. Bear & Paularino	.36	A	.65	B
49. Bristol & Paularino	.46	A	.64	B
51. SR-55 SB Ramps & Paularino	.71	C	.64	B
52. SR-55 NB Ramps & Paularino	.67	B	.71	C
53. Redhill & Paularino	.43	A	.56	A
54. Bear & SR 73 NB Ramps	.31	A	.56	A
55. Bear & SR-73 SB Ramps	.36	A	.49	A
56. Harbor & Baker	.47	A	.64	B
57. College & Baker	.34	A	.52	A
58. Fairview & Baker	.62	B	.67	B
59. Coolidge & Baker	.43	A	.65	B

Table 2-2 Existing Intersection LOS Summary (continued)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
60. Mendoza & Baker	.48	A	.60	A
61. Babb & Baker	.55	A	.68	B
62. Milbro & Baker	.52	A	.50	A
63. Bear & Baker	.49	A	.55	A
64. Bristol & Baker	.56	A	.74	C
65. SR-55 SB Ramps & Baker	.66	B	.69	B
66. SR-55 NB Ramps & Baker	.67	B	.75	C
67. Red Hill & Baker	.34	A	.63	B
74. Royal Palm & Baker	.33	A	.52	A
76. Bristol & Bear	.34	A	.44	A
77. Bristol & Newport SB	.27	A	.44	A
78. Bristol & Newport NB	.29	A	.41	A
79. Bristol & Red Hill	.38	A	.43	A
80. Shantar & Adams	.47	A	.60	A
81. Placentia/Mesa Verde W & Adams	.75	C	.75	C
82. Mesa Verde E & Adams	.52	A	.57	A
83. Royal Palm & Adams	.49	A	.66	B
84. Harbor & Adams	.66	B	.74	C
85. Pinecreek & Adams	.59	A	.62	B
86. Fairview & Adams	.62	B	.60	A
88. Harbor & Mesa Verde	.41	A	.60	A
90. Fairview & Arlington	.28	A	.42	A
91. Harbor & Merrimac	.36	A	.56	A
92. Fairview & Merrimac	.24	A	.30	A
93. Newport SB & Mesa	.28	A	.53	A
94. Newport NB & Mesa	.27	A	.41	A
95. Harbor & Fair	.35	A	.53	A
97. Fairview & Fair	.41	A	.53	A
100. Newport SB & Fair	.32	A	.41	A
101. Newport NB & Del Mar	.75	C	.48	A
102. Newport SB & Vanguard	.23	A	.45	A
103. Newport NB & Santa Isabel	.41	A	.43	A
104. Harbor & Harbor Center	.39	A	.55	A
115. Placentia & Wilson	.43	A	.47	A
116. Harbor & Wilson	.41	A	.58	A
117. Fairview & Wilson	.48	A	.66	B
118. Newport SB & Wilson	.26	A	.39	A
119. Newport NB & Wilson	.36	A	.40	A
121. Valley & Victoria	.54	A	.65	B
122. Canyon & Victoria	.53	A	.61	B
123. American & Victoria	.56	A	.59	A
124. National & Victoria	.59	A	.63	B
125. Placentia & Victoria	.74	C	.77	C
126. Pomona & Victoria	.61	B	.63	B
127. Harbor & Victoria	.67	B	.78	C

Table 2-2 Existing Intersection LOS Summary (continued)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
128. Newport SB & Victoria	.49	A	.56	A
129. Newport NB & 22nd	.79	C	.60	A
130. Harbor & Hamilton	.41	A	.57	A
131. Harbor & Bay	.31	A	.47	A
132. Newport SB & Bay	.28	A	.50	A
133. Newport NB & Bay	.34	A	.45	A
134. Placentia & 19th	.43	A	.55	A
135. Pomona & 19th	.46	A	.62	B
136. Meyer & 19th	.26	A	.34	A
137. Anaheim & 19th	.61	B	.70	B
138. Park & 19th	.38	A	.51	A
139. Harbor & 19th	.40	A	.57	A
140. Newport & 19th	.86	D	.83	D
141. Newport & Broadway	.63	B	.64	B
142. Newport & Harbor	.70	B	.78	C
143. Placentia & 18th	.56	A	.69	B
144. Newport & 18th/Rochester	.74	C	.81	D
145. Maple & Victoria	.54	A	.58	A
150. Placentia & 17th	.40	A	.54	A
151. Superior & 17th	.67	B	.67	B
152. Newport & 17th	.73	C	.77	C
153. Orange & 17th	.51	A	.62	B
154. Santa Ana & 17th	.52	A	.62	B
155. Tustin & 17th	.49	A	.57	A
156. Irvine & 17th	.56	A	.67	B
157. Newport & 16th	.53	A	.60	A
158. Placentia & 16th	.30	A	.35	A
159. Superior & 16th	.46	A	.45	A
160. Newport & Industrial	.48	A	.59	A

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

Denotes a peak hour deficiency.

3.0 Future Traffic Demands

This chapter discusses and analyzes future traffic demands on the City of Costa Mesa roadway circulation system. The traffic generation characteristics of the existing and future land uses in the City are first described. This is followed by a description of future roadway improvements that are planned and/or proposed in the City and an analysis of future traffic volumes and levels of service on the City's roadway system. Various issues pertaining to the Costa Mesa Master Plan of Streets and Highways (MPSH) are addressed at the end of the chapter.

3.1 CITYWIDE LAND USE AND TRIP GENERATION

As part of the Costa Mesa General Plan update process, an inventory of the existing land uses in the City of Costa Mesa was compiled and the future land uses associated with the buildout of the current and proposed General Plan were determined. AM and PM peak hour and average daily vehicle (ADT) trip generation estimates based on the existing and future land uses were calculated using vehicle trip generation rates from various sources, primarily the Institute of Transportation Engineers Trip Generation Manual (9th Edition). The ADT trip generation rates are summarized in Table 3-1, and citywide existing and future (current and proposed General Plan) land use and ADT trip generation estimates are summarized in Table 3-2. Note that future land uses in Home Ranch under the current General Plan and in Sakioka Lot 2 under the current and propose General Plan are subject to the trip generation caps that have been established for those areas. Also note that the future trip generation growth assumed for Orange Coast College (OCC) is based on the recently adopted OCC Facilities Master Plan.

As indicated in Table 3-2, the ADT generated under the current and proposed General Plan is estimated to increase by 20.6% and 22.1%, respectively, over the City's existing ADT trip generation level. The land use and trip generation information presented here was also applied in the CMTM traffic model to forecast future traffic volumes on the City's roadway system. For the traffic model, the land use is specified according to the model's traffic analysis zone (TAZ) system. Figure 3-1 illustrates the trip generation difference by CMTM TAZ between existing conditions and buildout of the current General Plan, and Figure 3-2 illustrates the trip generation difference between buildout of the current General Plan and the proposed General Plan.

The CMTM traffic model was also utilized to forecast future AM and PM peak hour volumes at roadway intersection locations throughout the City of Costa Mesa. Table 3-3 summarizes the AM and PM peak hour trip rates that were applied in the CMTM for the existing and future land uses in the City. These peak hour trip rates were taken from the same sources as the ADT trip generation rates presented earlier. Citywide peak hour and ADT trip generation estimates based on existing land uses, buildout of the current General Plan land uses and buildout of the proposed General Plan land uses are summarized in Tables 3-4, 3-5 and 3-6, respectively.

Table 3-1 Average Daily Traffic (ADT) Trip Generation Rates

Land Use Category	Units	Source	ADT Trip Rate
1. Low Density Residential	DU	ITE Category 210 Single Family Detached	9.52
2. Medium Density Residential	DU	Average of ITE Category 210 Single Family Detached and ITE Category 220 Apartments	8.09
3. High Density Residential	DU	ITE Category 220 Apartments	6.65
5. Age Qualified Housing	DU	ITE Category 252 Senior Adult Housing - Attached	3.44
6. General Office	TSF	ITE Category 710 General Office Building	11.03
7. Medical Office	TSF	ITE Category 720 Medical-Dental Office Building	36.13
8. General Commercial	TSF	ITE Category 820 Shopping Center Equation for 200 TSF	53.28
9. Regional Commercial	TSF	ITE Category 820 Shopping Center Equation for 2000 TSF	23.80
10. Light Industrial	TSF	ITE Category 110 Light Industrial	6.97
11. Golf Course	Acre	ITE Category 430 Golf Course	5.04
12. Elementary/Middle School	Student	ITE Category 520 Elementary School	1.29
13. High School	Student	ITE Category 530 High School	1.71
14. College/University	Student	ITE Category 540 Junior/Community College	1.23
15. Public Facility	Acre	ITE Category 411 City Park	1.89
16. Fairgrounds	Acre	OC Fairgrounds (Special Use)	12.30
17. Storage	TSF	ITE Category 151 Mini-Warehouse	2.50
18. City Hall	TSF	ITE Category 733 Government Office Complex	27.92
19. Performance Theater	TSF	Field Survey	1.23
20. Convalescent Care	Bed	ITE Category 254 Assisted Living	2.66
21. Hospital	Bed	ITE Category 610 Hospital	12.94
22. Hotel	Room	ITE Category 310 Hotel	8.17
23. Motel	Room	ITE Category 320 Motel	5.63
24. Auto Dealership	TSF	ITE Category 841 New Car Sales	32.30
25. Passive Park	Acre	ITE Category 411 City Park (ADT)	1.89
26. Agriculture	Acre	Assumed to be negligible	.00
27. Religious Facility	TSF	ITE Category 560 Church	9.11
28. Vacant	Acre	Assumed to be negligible	.00
29. Museum	TSF	ITE Category 590 Library	56.24
30. Home Ranch	TSF	ITE Category 710 General Office Building adjusted based on the established peak hour trip caps for Home Ranch	11.03

Table 3-1 Average Daily Traffic (ADT) Trip Generation Rates (continued)

Land Use Category	Units	Source	ADT Trip Rate
31. Sakioka Lot 2	TSF	ITE Category 710 General Office Building adjusted based on the established peak hour trip caps for Sakioka Lot 2	11.03
32. OCC Master Plan	SG Unit	Special Generator (SG) rates based on trip generation estimates from the August 2015 Orange Coast College (OCC) Facilities Master Plan	144.96
Abbreviations: ADT – average daily traffic DU – dwelling unit ITE – Institute of Transportation Engineers Trip Generation Manual, 9th Edition TSF – thousand square feet			

Table 3-2 Citywide Land Use and ADT Trip Generation Summary

Land Use Category	Units	Existing		Current General Plan Buildout		Proposed General Plan Buildout	
		Amount	ADT	Amount	ADT	Amount	ADT
1. Low Density Residential	DU	14,210	135,290	14,788	140,789	14,791	140,817
2. Medium Density Residential	DU	4,370	35,349	4,791	38,758	4,992	40,384
3. High Density Residential	DU	23,593	156,896	28,830	191,720	31,661	210,548
5. Age Qualified Housing	DU	450	1,548	450	1,548	450	1,548
6. General Office	TSF	7,112	78,442	8,820	97,282	10,675	117,743
7. Medical Office	TSF	112	4,047	112	4,047	112	4,047
8. General Commercial	TSF	5,601	298,423	7,337	390,916	7,299	388,892
9. Regional Commercial	TSF	4,140	98,531	4,640	110,431	4,640	110,431
10. Light Industrial	TSF	13,087	91,217	13,108	91,365	12,704	88,549
11. Golf Course	Acre	535	2,696	535	2,696	535	2,696
12. Elementary/Middle School	Student	7,385	9,526	8,067	10,406	8,067	10,406
13. High School	Student	4,590	7,848	4,998	8,547	4,998	8,547
14. College/University	Student	25,990	31,968	26,286	32,332	26,286	32,332
15. Public Facility	Acre	176	336	176	336	228	434
16. Fairgrounds	Acre	150	1,845	150	1,845	150	1,845
17. Storage	TSF	1,171	2,931	877	2,196	530	1,328
18. City Hall	TSF	133	3,713	133	3,713	133	3,713
19. Performance Theater	TSF	585	720	691	850	691	850
20. Convalescent Care	Bed	448	1,191	448	1,191	448	1,191
21. Hospital	Bed	472	6,108	472	6,108	122	1,579
22. Hotel	Room	1,877	15,335	2,077	16,969	2,077	16,969
23. Motel	Room	2,272	12,793	2,272	12,793	946	5,327
24. Auto Dealership	TSF	491	15,860	491	15,860	491	15,860
25. Passive Park	Acre	592	1,122	592	1,122	618	1,171
26. Agriculture	Acre	72	0	--	--	--	--
27. Religious Facility	TSF	555	5,055	555	5,055	555	5,055
28. Vacant	Acre	18	0	6	0	6	0
29. Museum	TSF	--	--	140	7,874	140	7,874
30. Home Ranch Trip Cap	TSF	--	--	759	8,372	--	--

Table 3-2 Citywide Land Use and ADT Trip Generation Summary (continued)

Land Use Category	Units	Existing		Current General Plan Buildout		Proposed General Plan Buildout	
		Amount	ADT	Amount	ADT	Amount	ADT
31. Sakioka Lot 2 Trip Cap	TSF	0	0	862	9,508	862	9,508
32. OCC Master Plan	SG	0	0	100	14,496	100	14,496
Total Trip Generation			1,018,790		1,229,125		1,244,140
Total Trip Generation Difference (a)					210,335		225,350
Total Trip Generation Percent Difference (a)					20.6%		22.1%

(a) Compared to existing trip generation.

Abbreviations: ADT – average daily traffic
DU – dwelling unit
SG – special generator
TSF – thousand square feet

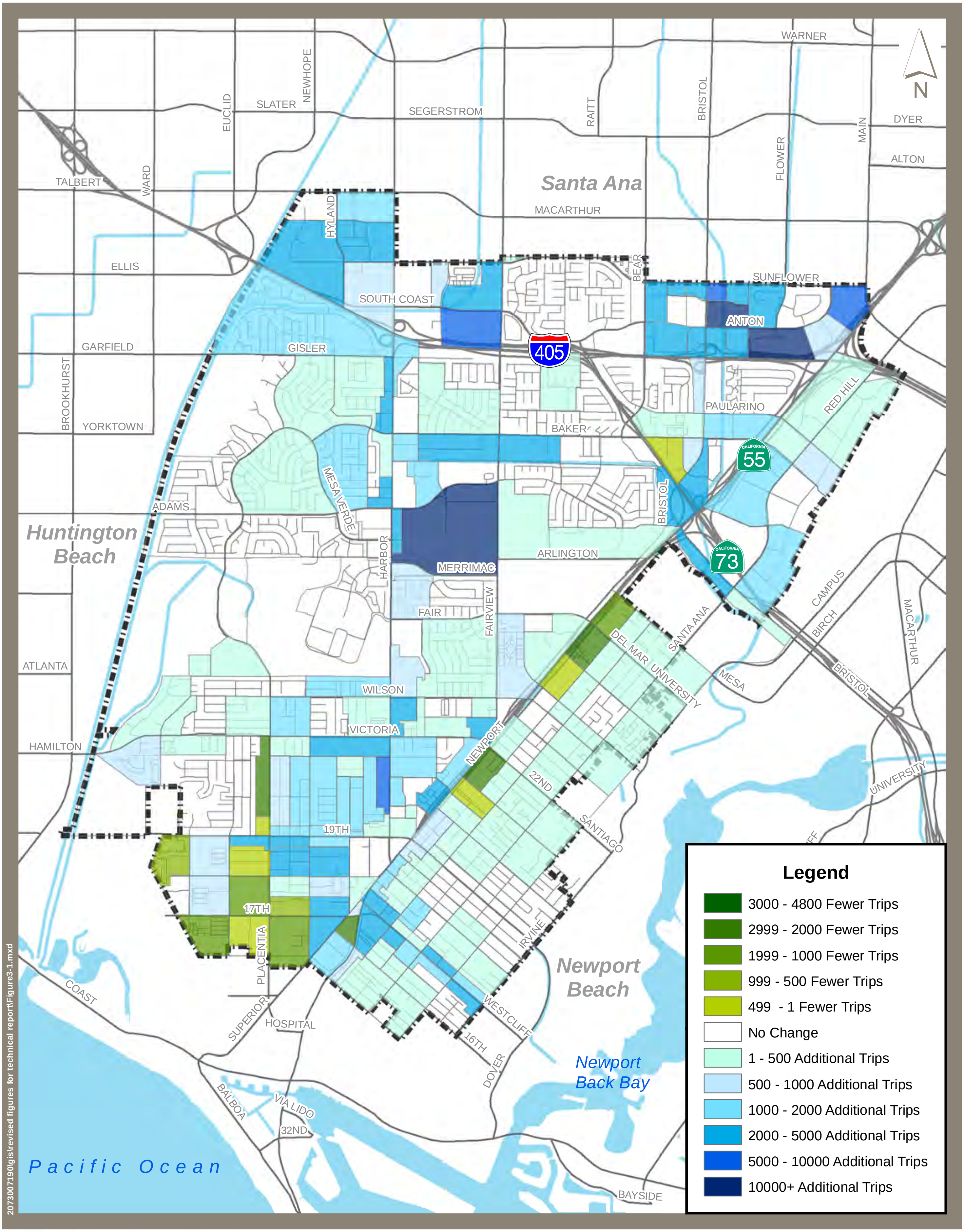

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Figure 3-1

ADT Trip Generation Difference

(Current General Plan Buildout vs. Existing Conditions)

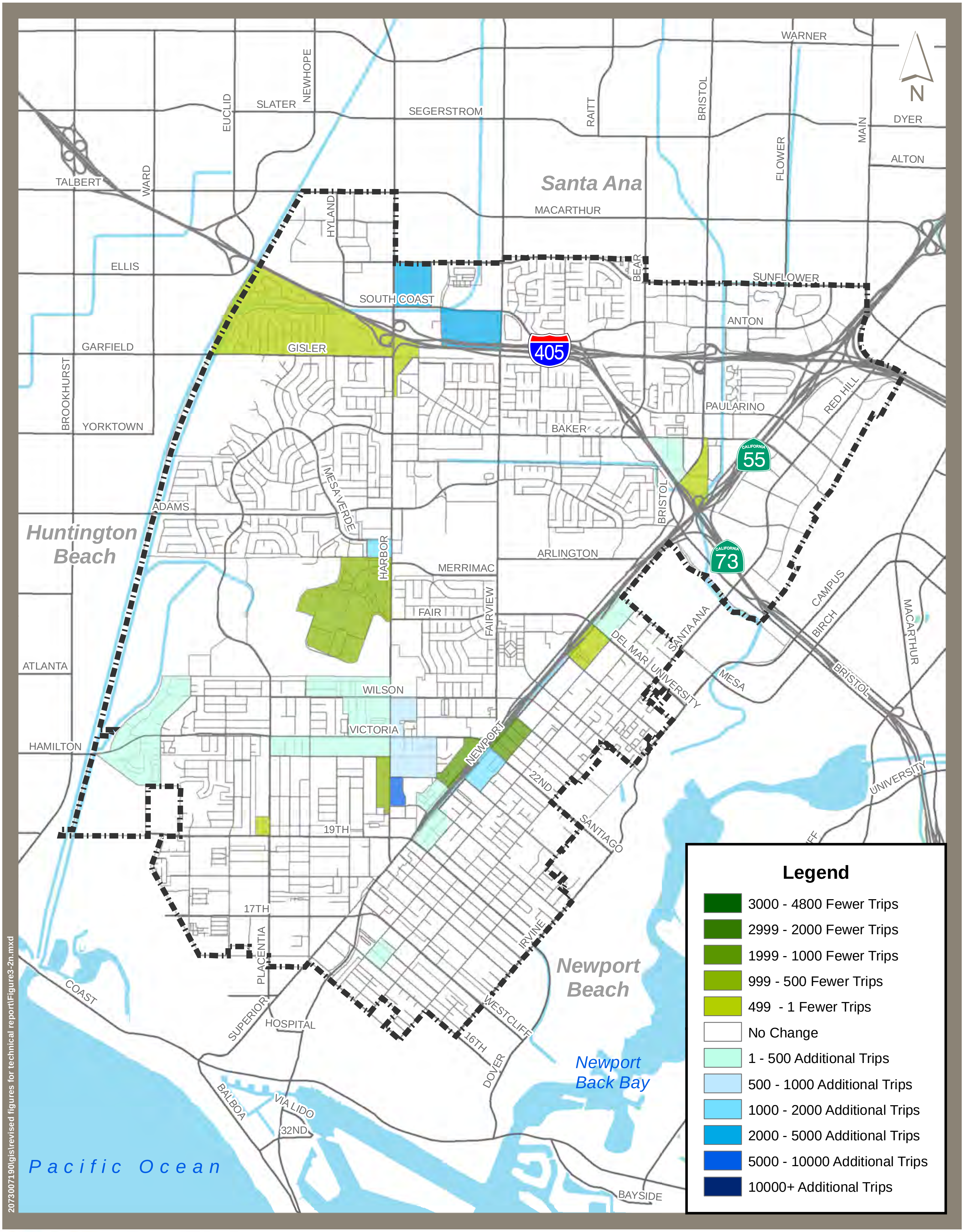

Figure 3-2

ADT Trip Generation Difference

(Proposed General Plan Buildout vs. Current General Plan Buildout)

Table 3-3 Peak Hour Trip Generation Rates

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
1. Low Density Residential	DU	.19	.56	.75	.63	.37	1.00	9.52
2. Medium Density Residential	DU	.15	.49	.64	.52	.30	.82	8.09
3. High Density Residential	DU	.10	.41	.51	.40	.22	.62	6.65
5. Age Qualified Housing	DU	.07	.13	.20	.14	.11	.25	3.44
6. General Office	TSF	1.37	.19	1.56	.25	1.24	1.49	11.03
7. Medical Office	TSF	1.89	.50	2.39	1.00	2.57	3.57	36.13
8. General Commercial	TSF	.73	.45	1.18	2.23	2.41	4.64	53.28
9. Regional Commercial	TSF	.33	.20	.53	.99	1.08	2.07	23.80
10. Light Industrial	TSF	.81	.11	.92	.12	.85	.97	6.97
11. Golf Course	Acre	.16	.05	.21	.10	.20	.30	5.04
12. Elementary/Middle School	Student	.25	.20	.45	.07	.08	.15	1.29
13. High School	Student	.29	.14	.43	.06	.07	.13	1.71
14. College/University	Student	.10	.02	.12	.08	.04	.12	1.23
15. Public Facility	Acre	.04	.04	.08	.08	.07	.15	1.89
16. Fairgrounds	Acre	.00	.00	.00	2.00	2.00	4.00	12.30
17. Storage	TSF	.08	.06	.14	.13	.13	.26	2.50
18. City Hall	TSF	1.97	.24	2.21	.88	1.97	2.85	27.92
19. Performance Theater	TSF	.01	.00	.01	.08	.02	.10	1.23
20. Convalescent Care	Bed	.09	.05	.14	.10	.12	.22	2.66
21. Hospital	Bed	.95	.37	1.32	.47	.95	1.42	12.94
22. Hotel	Room	.31	.22	.53	.31	.29	.60	8.17
23. Motel	Room	.16	.29	.45	.25	.22	.47	5.63
24. Auto Dealership	TSF	1.44	.48	1.92	1.05	1.57	2.62	32.30
25. Passive Park	Acre	.04	.04	.08	.08	.07	.15	1.89
26. Agriculture	Acre	.00	.00	.00	.00	.00	.00	.00
27. Religious Facility	TSF	.35	.21	.56	.26	.29	.55	9.11
28. Vacant	Acre	.00	.00	.00	.00	.00	.00	.00
29. Museum	TSF	.74	.30	1.04	3.50	3.80	7.30	56.24
30. Home Ranch Trip Cap	TSF	1.38	.20	1.58	.29	1.28	1.57	11.03

Table 3-3 Peak Hour Trip Generation Rates (continued)

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
31. Sakioka Lot 2 Trip Cap	TSF	.68	.55	1.23	.70	.93	1.63	11.03
32. OCC Master Plan	SG	9.36	1.95	11.31	7.31	7.72	15.03	144.96

Abbreviations: ADT – average daily traffic
DU – dwelling unit
SG – special generator
TSF – thousand square feet

Table 3-4 Existing Citywide Land Use and Peak Hour Trip Generation

Land Use	Units	Amount	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	ADT
1. Low Density Residential	DU	14,210	2,700	7,958	10,658	8,952	5,258	14,210	135,290
2. Medium Density Residential	DU	4,370	656	2,141	2,797	2,272	1,311	3,583	35,349
3. High Density Residential	DU	23,593	2,359	9,673	12,032	9,437	5,190	14,627	156,896
5. Age Qualified Housing	DU	450	32	59	91	63	50	113	1,548
6. General Office	TSF	7,112	9,743	1,351	11,094	1,778	8,819	10,597	78,442
7. Medical Office	TSF	112	212	56	268	112	288	400	4,047
8. General Commercial	TSF	5,601	4,089	2,520	6,609	12,490	13,498	25,988	298,423
9. Regional Commercial	TSF	4,140	1,366	828	2,194	4,099	4,471	8,570	98,531
10. Light Industrial	TSF	13,087	10,600	1,440	12,040	1,570	11,124	12,694	91,217
11. Golf Course	Acre	535	86	27	113	54	107	161	2,696
12. Elementary/Middle School	Student	7,385	1,846	1,477	3,323	517	591	1,108	9,526
13. High School	Student	4,590	1,331	643	1,974	275	321	596	7,848
14. College/University	Student	25,990	2,599	520	3,119	2,079	1,040	3,119	31,968
15. Public Facility	Acre	176	7	7	14	14	12	26	336
16. Fairgrounds	Acre	150	0	0	0	300	300	600	1,845
17. Storage	TSF	1,171	94	70	164	152	152	304	2,931
18. City Hall	TSF	133	262	32	294	117	262	379	3,713
19. Performance Theater	TSF	585	6	0	6	47	12	59	720
20. Convalescent Care	Bed	448	40	22	62	45	54	99	1,191
21. Hospital	Bed	472	448	175	623	222	448	670	6,108
22. Hotel	Room	1,877	582	413	995	582	544	1,126	15,335
23. Motel	Room	2,272	364	659	1,023	568	500	1,068	12,793
24. Auto Dealership	TSF	491	707	236	943	516	771	1,287	15,860
25. Passive Park	Acre	592	24	24	48	47	41	88	1,122
26. Agriculture	Acre	72	0	0	0	0	0	0	0
27. Religious Facility	TSF	555	194	117	311	144	161	305	5,055
28. Vacant	Acre	18	0	0	0	0	0	0	0
Total Trip Generation			40,347	30,448	70,795	46,452	55,325	101,777	1,018,790

Abbreviations: ADT – average daily traffic; DU – dwelling unit; SG – special generator; TSF – thousand square feet

Table 3-5 Current General Plan Buildout Citywide Land Use and Peak Hour Trip Generation

Land Use	Units	Amount	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1. Low Density Residential	DU	14,788	2,810	8,281	11,091	9,316	5,472	14,788	140,789
2. Medium Density Residential	DU	4,791	719	2,348	3,067	2,491	1,437	3,928	38,758
3. High Density Residential	DU	28,830	2,883	11,820	14,703	11,532	6,343	17,875	191,720
5. Age Qualified Housing	DU	450	32	59	91	63	50	113	1,548
6. General Office	TSF	8,820	12,083	1,676	13,759	2,205	10,937	13,142	97,282
7. Medical Office	TSF	112	212	56	268	112	288	400	4,047
8. General Commercial	TSF	7,337	5,356	3,302	8,658	16,362	17,682	34,044	390,916
9. Regional Commercial	TSF	4,640	1,531	928	2,459	4,594	5,011	9,605	110,431
10. Light Industrial	TSF	13,108	10,617	1,442	12,059	1,573	11,142	12,715	91,365
11. Golf Course	Acre	535	86	27	113	54	107	161	2,696
12. Elementary/Middle School	Student	8,067	2,017	1,613	3,630	565	645	1,210	10,406
13. High School	Student	4,998	1,449	700	2,149	300	350	650	8,547
14. College/University	Student	26,286	2,629	526	3,155	2,103	1,051	3,154	32,332
15. Public Facility	Acre	176	7	7	14	14	12	26	336
16. Fairgrounds	Acre	150	0	0	0	300	300	600	1,845
17. Storage	TSF	877	70	53	123	114	114	228	2,196
18. City Hall	TSF	133	262	32	294	117	262	379	3,713
19. Performance Theater	TSF	691	7	0	7	55	14	69	850
20. Convalescent Care	Bed	448	40	22	62	45	54	99	1,191
21. Hospital	Bed	472	448	175	623	222	448	670	6,108
22. Hotel	Room	2,077	644	457	1,101	644	602	1,246	16,969
23. Motel	Room	2,272	364	659	1,023	568	500	1,068	12,793
24. Auto Dealership	TSF	491	707	236	943	516	771	1,287	15,860
25. Passive Park	Acre	592	24	24	48	47	41	88	1,122
26. Agriculture	Acre	0	0	0	0	0	0	0	0
27. Religious Facility	TSF	555	194	117	311	144	161	305	5,055
28. Vacant	Acre	6	0	0	0	0	0	0	0
29. Museum	TSF	140	104	42	146	490	532	1,022	7,874
30. Home Ranch Trip Cap	TSF	759	1,047	152	1,199	220	972	1,192	8,372

Table 3-5 Current General Plan Buildout Citywide Land Use and Peak Hour Trip Generation (continued)

Land Use	Units	Amount	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	ADT
31. Sakioka Lot 2 Trip Cap	TSF	862	586	474	1,060	603	802	1,405	9,508
32. OCC Master Plan	SG	100	936	195	1,131	731	772	1,503	14,496
Total Trip Generation			47,864	35,423	83,287	56,100	66,872	122,972	1,229,125

Abbreviations: ADT – average daily traffic
DU – dwelling unit
SG – special generator
TSF – thousand square feet

Table 3-6 Proposed General Plan Buildout Citywide Land Use and Peak Hour Trip Generation

Land Use	Units	Amount	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1. Low Density Residential	DU	14,791	2,810	8,283	11,093	9,318	5,473	14,791	140,817
2. Medium Density Residential	DU	4,992	749	2,446	3,195	2,596	1,498	4,094	40,384
3. High Density Residential	DU	31,661	3,166	12,981	16,147	12,664	6,965	19,629	210,548
5. Age Qualified Housing	DU	450	32	59	91	63	50	113	1,548
6. General Office	TSF	10,675	14,625	2,028	16,653	2,669	13,237	15,906	117,743
7. Medical Office	TSF	112	212	56	268	112	288	400	4,047
8. General Commercial	TSF	7,299	5,328	3,285	8,613	16,277	17,591	33,868	388,892
9. Regional Commercial	TSF	4,640	1,531	928	2,459	4,594	5,011	9,605	110,431
10. Light Industrial	TSF	12,704	10,290	1,397	11,687	1,524	10,798	12,322	88,549
11. Golf Course	Acre	535	86	27	113	54	107	161	2,696
12. Elementary/Middle School	Student	8,067	2,017	1,613	3,630	565	645	1,210	10,406
13. High School	Student	4,998	1,449	700	2,149	300	350	650	8,547
14. College/University	Student	26,286	2,629	526	3,155	2,103	1,051	3,154	32,332
15. Public Facility	Acre	228	9	9	18	18	16	34	434
16. Fairgrounds	Acre	150	0	0	0	300	300	600	1,845
17. Storage	TSF	530	42	32	74	69	69	138	1,328
18. City Hall	TSF	133	262	32	294	117	262	379	3,713
19. Performance Theater	TSF	691	7	0	7	55	14	69	850
20. Convalescent Care	Bed	448	40	22	62	45	54	99	1,191
21. Hospital	Bed	122	116	45	161	57	116	173	1,579
22. Hotel	Room	2,077	644	457	1,101	644	602	1,246	16,969
23. Motel	Room	946	151	274	425	237	208	445	5,327
24. Auto Dealership	TSF	491	707	236	943	516	771	1,287	15,860
25. Passive Park	Acre	618	25	25	50	49	43	92	1,171
26. Agriculture	Acre	0	0	0	0	0	0	0	0
27. Religious Facility	TSF	555	194	117	311	144	161	305	5,055
28. Vacant	Acre	6	0	0	0	0	0	0	0
29. Museum	TSF	140	104	42	146	490	532	1,022	7,874
30. Home Ranch Trip Cap	TSF	0	0	0	0	0	0	0	0

Table 3-6 Proposed General Plan Buildout Citywide Land Use and Peak Hour Trip Generation (continued)

			AM Peak Hour			PM Peak Hour			
Land Use	**Units**	**Amount**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**ADT**
31. Sakioka Lot 2 Trip Cap	TSF	862	586	474	1,060	603	802	1,405	9,508
32. OCC Master Plan	SG	100	936	195	1,131	731	772	1,503	14,496
Total Trip Generation			48,747	36,289	85,036	56,914	67,786	124,700	1,244,140

Abbreviations: ADT – average daily traffic
DU – dwelling unit
SG – special generator
TSF – thousand square feet

3.2 FUTURE ROADWAY CIRCULATION SYSTEM

Year 2035 future traffic conditions that assume buildout of the current and proposed General Plan land uses in the City of Costa Mesa are analyzed in this study based on the following two future circulation system scenarios:

- Year 2035 Constrained Highway Network
- Year 2035 Buildout Highway Network

The year 2035 constrained highway network only assumes improvements that are committed for construction, for example through the City of Costa Mesa's Capital Improvement Program (CIP) and traffic impact fee program and the Orange County Transportation Authority (OCTA) Measure M2 Program, whereas the year 2035 buildout highway network assumes non-committed future improvements that are included in the City of Costa Mesa Master Plan of Streets and Highways (MPSH). The freeway and arterial roadway improvements assumed in the year 2035 constrained and buildout highway networks in the City of Costa Mesa and the immediate vicinity are listed in Table 3-7. The year 2035 roadway circulation system in the City of Costa Mesa is illustrated in Figures 3-3 and 3-4 for the constrained highway network and the buildout highway network, respectively. Future intersection improvements assumed in the year 2035 constrained and buildout highway network scenarios are summarized in Table 3-8.

3.3 FUTURE TRAFFIC CONDITIONS

Year 2035 ADT volumes on the City of Costa Mesa arterial roadway system based on the current General Plan land uses are illustrated in Figure 3-5 for the constrained highway network and in Figure 3-6 for the buildout highway network, and year 2035 ADT volumes based on the proposed General Plan land uses are illustrated in Figure 3-7 for the constrained highway network and in Figure 3-8 for the buildout highway network. The difference in ADT volumes between the year 2035 current and proposed General Plan forecasts are illustrated in Figures 3-9 and 3-10 based on the constrained and buildout highway networks, respectively.

Year 2035 ADT volume/capacity (V/C) ratios on the City's arterial roadway system based on the current and proposed General Plan are summarized in Table 3-9 for the constrained highway network and in Table 3-10 for the buildout highway network. As the ADT V/C tables indicate, various roadways throughout the City are forecast to exceed their theoretical maximum ADT capacities under year 2035 traffic conditions. However, none of those locations are considered to be actual future deficiencies because, as is demonstrated below, the intersections analyzed along those roadway segments are forecast to operate at acceptable levels of service during the AM and PM peak hours with the future intersection improvements summarized earlier in Table 3-8. Also note that Table 3-9 indicates that the following locations exceed their theoretical maximum ADT capacities under 2035 conditions based on the constrained highway network:

- Wilson Street (Pomona Avenue to Harbor Boulevard)
- Wilson Street (Fairview Road to Newport Boulevard)
- 17th Street (Monrovia Avenue to Placentia Avenue)

Table 3-7 Future Roadway Improvements

Location	Improvement	Source
Year 2035 Constrained Highway Network		
Harbor Boulevard (Sunflower Avenue to Whittier Law School driveway)	Widen northbound from three lanes to four lanes.	Costa Mesa Capital Improvement Program
Newport Boulevard (19th Street to 17th Street)	Widen southbound from three lanes to four lanes.	Costa Mesa Capital Improvement Program
I-405 Freeway (SR-73 to I-605)	Add one general purpose lane in each direction between Euclid Street and I-605 and add one tolled Express Lane in each direction between SR-73 and SR-22.	Orange County Transportation Authority Measure M2 Program
I-405 Freeway(SR-55 to SR-133)	Add one general purpose lane in each direction.	Orange County Transportation Authority Measure M2 Program
SR-55 Freeway (I-405 to I-5)	Add one general purpose lane in each direction.	Orange County Transportation Authority Measure M2 Program
Year 2035 Buildout Highway Network (a)		
17th Street (Orange Avenue to Tustin Avenue)	Widen from four lanes to six lanes.	Costa Mesa Master Plan of Streets and Highways
17th Street (Pomona Avenue to Bluff Road)	Widen from two lanes to four lanes.	Costa Mesa Master Plan of Streets and Highways
Baker Street (Bear Street to Red Hill Avenue)	Widen from four lanes to six lanes.	Costa Mesa Master Plan of Streets and Highways
Bear Street (I-405 overcrossing)	Widen from four lanes to six lanes.	Costa Mesa Master Plan of Streets and Highways
Del Mar Avenue/University Drive (Newport Boulevard to Irvine Avenue)	Widen from two lanes to four lanes.	Costa Mesa Master Plan of Streets and Highways
SR-55 Freeway (19th Street to Industrial Way)	Construct four-lane freeway extension (cut and cover).	Costa Mesa Master Plan of Streets and Highways

Table 3-7 Future Roadway Improvements (continued)

Location	Improvement	Source
Year 2035 Buildout Highway Network (a) (continued)		
Wilson Street (Newport Boulevard to College Avenue)	Widen from two lanes to four lanes.	Costa Mesa Master Plan of Streets and Highways
Wilson Street (Harbor Boulevard to Placentia Avenue)	Widen from two lanes to four lanes.	Costa Mesa Master Plan of Streets and Highways
(a) The year 2035 buildout highway network also includes the improvements assumed in the year 2035 constrained highway network.		

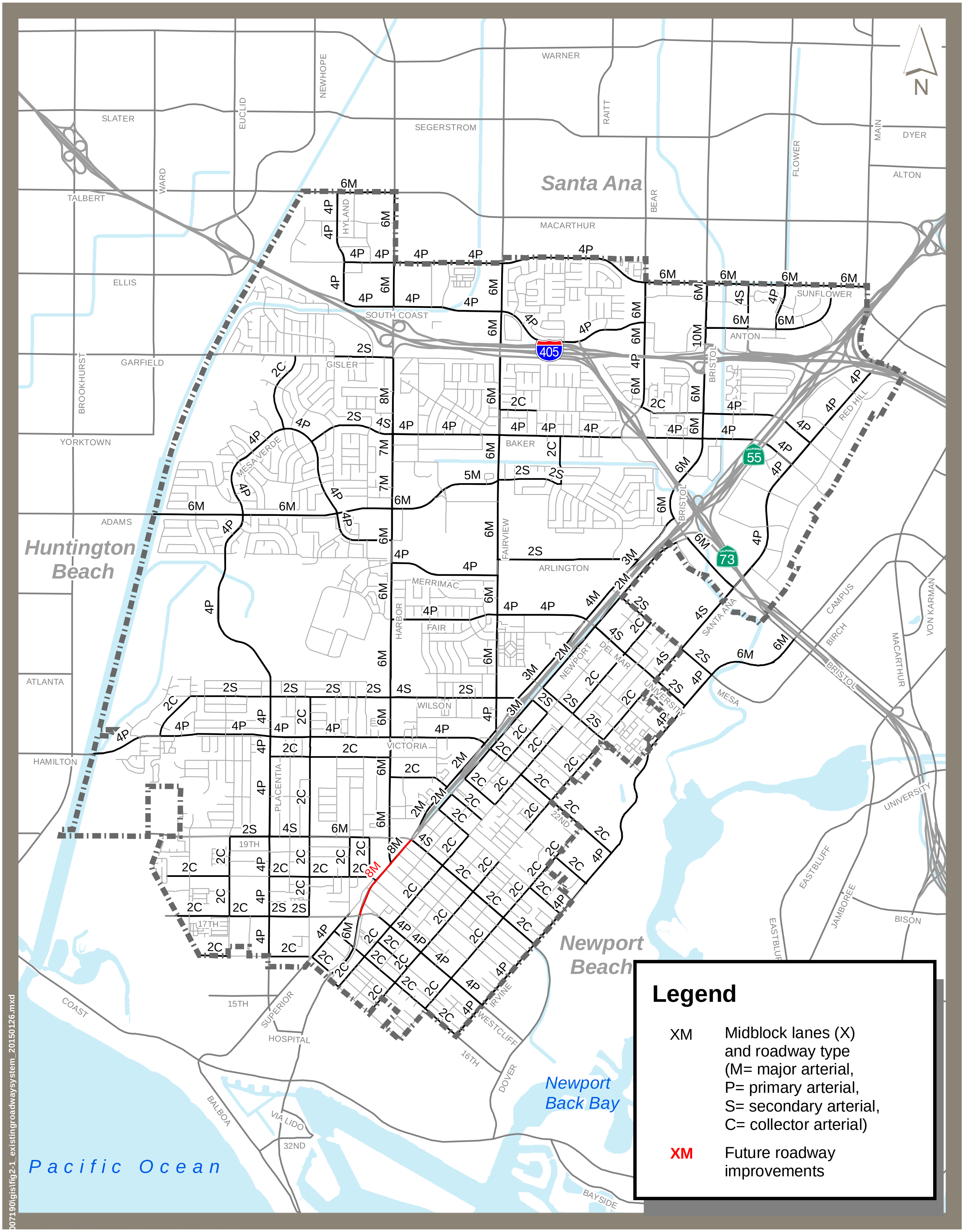

Figure 3-3

Year 2035 Constrained Roadway System

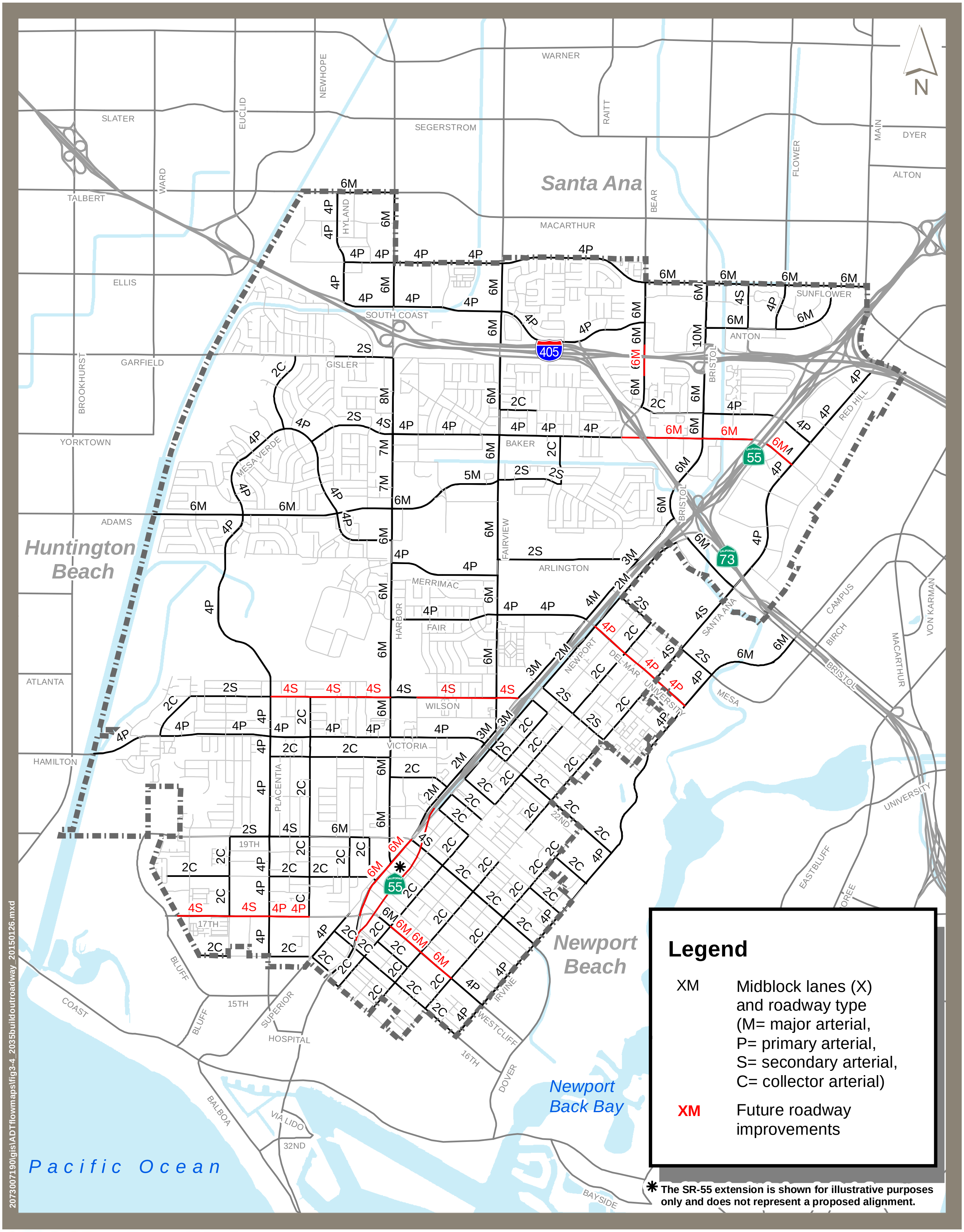

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Figure 3-4

Year 2035 Buildout Roadway System

Table 3-8 Future Intersection Improvements

Loc. #	Intersection (NS & EW)	Intersection Approach Lanes											
		Southbound			Westbound			Northbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2	**Harbor Boulevard & Sunflower Avenue**												
	Existing Conditions	2	3	1	1.5	1.5	0	2	3	1	1	2	0
	Improvements (2035 Constrained)						1						1
9	**Bristol Street & Sunflower Avenue**												
	Existing Conditions	2	3	1	2	3	1	2	2.5	1.5	2	2.5	1.5
	Improvements (2035 Constrained)							3					
17	**Hyland Avenue & South Coast Drive/I-405 Northbound Ramp**												
	Existing Conditions	1	0	f	0	1	1	0	0	0	0	0	0
	Improvements (2035 Constrained)					2							
18	**Harbor Boulevard & South Coast Drive**												
	Existing Conditions	2	4	1	2	2	1	2	3.5	1.5	1	0.5	1.5
	Improvements (2035 Constrained)											1	2
30	**Hyland Avenue & MacArthur Boulevard**												
	Existing Conditions	1	1	1	1	3	1	2	1	0	1	3	1
	Improvements (2035 Constrained)							2.5	0.5	1			
42	**Bristol Street & I-405 Northbound Ramps**												
	Existing Conditions	0	5	0	1.5	1.5	2	0	4	f	0	0	2
	Improvements (2035 Constrained)				1.5	1	2.5						
44	**Harbor Boulevard & Gisler Avenue**												
	Existing Conditions	1	4	0	1	1	1	1	5	0	2	1	0
	Improvements (2035 Constrained)			1							3		
49	**Bristol Street & Paularino Avenue**												
	Existing Conditions	2	3	0	1	1	1	1	3	0	1	1	0
	Improvements (2035 Constrained)				2								
51	**SR-55 Southbound Ramps & Paularino Avenue**												
	Existing Conditions	0	2	0	1	2	0	0	0	0	0	2	0
	Improvements (2035 Constrained)			1									
52	**SR-55 Northbound Ramps & Paularino Avenue**												
	Existing Conditions	0	0	0	0	2	0	0.5	1.5	0	1	2	0
	Improvements (2035 Constrained)						1						

Table 3-8 Future Intersection Improvements (continued)

Loc. #	Intersection (NS & EW)	Intersection Approach Lanes											
		Southbound			Westbound			Northbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
63	**Bear Street & Baker Street**												
	Existing Conditions	2	1	2	1	3	1	1	1	1	2	2	0
	Improvements (2035 Buildout)											3	
64	**Bristol Street & Baker Street**												
	Existing Conditions	2	3	1	2	2	1	2	3	1	2	2	0
	Improvements (2035 Buildout)					3						3	
65	**SR-55 Southbound Ramps & Baker Street**												
	Existing Conditions	0.5	1.5	0	1	2	0	0	0	0	0	2	1
	Improvements (2035 Constrained)			1									
	Improvements (2035 Buildout)					3						3	
66	**SR-55 Northbound Ramps & Baker Street**												
	Existing Conditions	0	0	0	0	2	1	0.5	1.5	0	1	2	0
	Improvements (2035 Constrained)							1.5			2		
	Improvements (2035 Buildout)					3						3	
67	**Red Hill Avenue & Baker Street**												
	Existing Conditions	1	2	0	1	2	0	1	2	0	1.5	1.5	1
	Improvements (2035 Buildout)					3							
84	**Harbor Boulevard & Adams Avenue**												
	Existing Conditions	2	4	2	2	3	1	2	3	0	3	3	1
	Improvements (2035 Constrained)							3		1			
100	**Newport Boulevard Southbound & Fair Drive**												
	Existing Conditions	1	3	f	1	2	0	0	0	0	0	4	0
	Improvements (2035 Constrained)			2									
101	**Newport Boulevard Northbound & Del Mar Avenue**												
	Existing Conditions	0	0	0	0	2	1	0.5	2.5	0	2	2	0
	Improvements (2035 Constrained)					1.5	1.5						
115	**Placentia Avenue & Wilson Street**												
	Existing Conditions	1	2	0	1	2	0	1	2	0	1	1	1
	Improvements (2035 Buildout)											2	0

Table 3-8 Future Intersection Improvements (continued)

Loc. #	Intersection (NS & EW)	Intersection Approach Lanes											
		Southbound			Westbound			Northbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
117	**Fairview Street & Wilson Street**												
	Existing Conditions	1	2	1	1	1	0	1	2	0	1	1	0
	Improvements (2035 Buildout)					2						2	
129	**Newport Boulevard Northbound & 22nd Street**												
	Existing Conditions	0	0	0	0	1	1	0.5	2.5	1	2	2	0
	Improvements (2035 Constrained)					1.5	1.5	1	3				
134	**Placentia Avenue & 19th Street**												
	Existing Conditions	1	2	0	2	2	1	1	2	1	2	2	0
	Improvements (2035 Constrained)			1									
140	**Newport Boulevard & 19th Street**												
	Existing Conditions	1	3.5	1.5	1	2.5	1.5	1	4	0	2.5	1.5	1
	Improvements (2035 Constrained)							0	5				
	Improvements (2035 Buildout)		2.5					1	3				
141	**Newport Boulevard & Broadway**												
	Existing Conditions	1	3	1	1	1	0	1	4	d	1	1	0
	Improvements (2035 Constrained)		4	d									
	Improvements (2035 Buildout)		3						3				
142	**Newport Boulevard & Harbor Boulevard**												
	Existing Conditions	0	3	0	0	0	0	2	4	0	1	0	2
	Improvements (2035 Constrained)		4										
	Improvements (2035 Buildout)		3						3				
144	**Newport Boulevard & 18th Street/Rochester Street**												
	Existing Conditions	1	3	1	1	1	0	1	4	0	2	1	1
	Improvements (2035 Constrained)		4	0									
	Improvements (2035 Buildout)		3	1					3				
150	**Placentia Avenue & 17th Street**												
	Existing Conditions	1	2	0	1	1	0	1	2	0	1	1	0
	Improvements (2035 Buildout)						1						1
151	**Superior Avenue & 17th Street**												
	Existing Conditions	1	2	0	1	2	0	1	0.5	1.5	1	2	1
	Improvements (2035 Constrained)				1.5	1.5			1	2			

Table 3-8 Future Intersection Improvements (continued)

Loc. #	Intersection (NS & EW)	Intersection Approach Lanes											
		Southbound			Westbound			Northbound			Eastbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
152	**Newport Boulevard & 17th Street**												
	Existing Conditions	2	3	1	2	3	1	1	4	0	3	2	0
	Improvements (2035 Constrained)									1			
	Improvements (2035 Buildout)		2						3				
153	**Orange Avenue & 17th Street**												
	Existing Conditions	1	1	1	1	2	1	1	1	1	1	2	1
	Improvements (2035 Buildout)					3						3	
154	**Santa Ana Avenue & 17th Street**												
	Existing Conditions	1	1	1	1	2	1	1	1	1	1	2	1
	Improvements (2035 Buildout)					3						3	
155	**Tustin Avenue & 17th Street**												
	Existing Conditions	1	1	1	1	2	0	1	1	1	1	2	1
	Improvements (2035 Buildout)					3						3	0
156	**Irvine Avenue & 17th Street**												
	Existing Conditions	2	2	0	1	2	0	2	2	0	2	2	0
	Improvements (2035 Constrained)			1									1
157	**Newport Boulevard & 16th Street**												
	Existing Conditions	1	3	1	0	1	0	1	3	0	0	1	0
	Improvements (2035 Buildout)		2						2				

Lane entry notations: d = de-facto right-turn lane (curb lane 19 feet or wider)
f = free right-turn lane

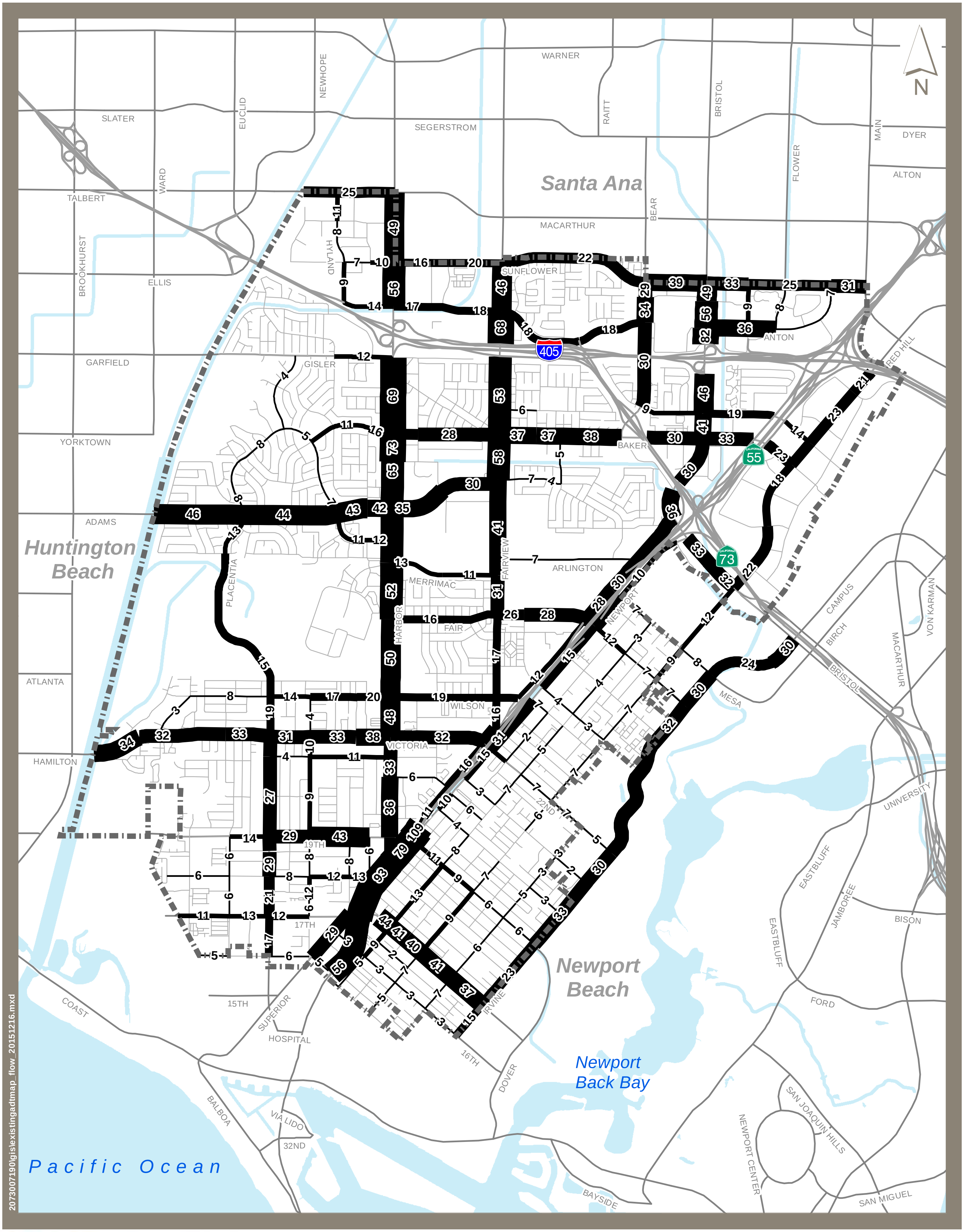

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Figure 3-5

2035 Current General Plan ADT Volumes (000s) - Constrained Highway Network

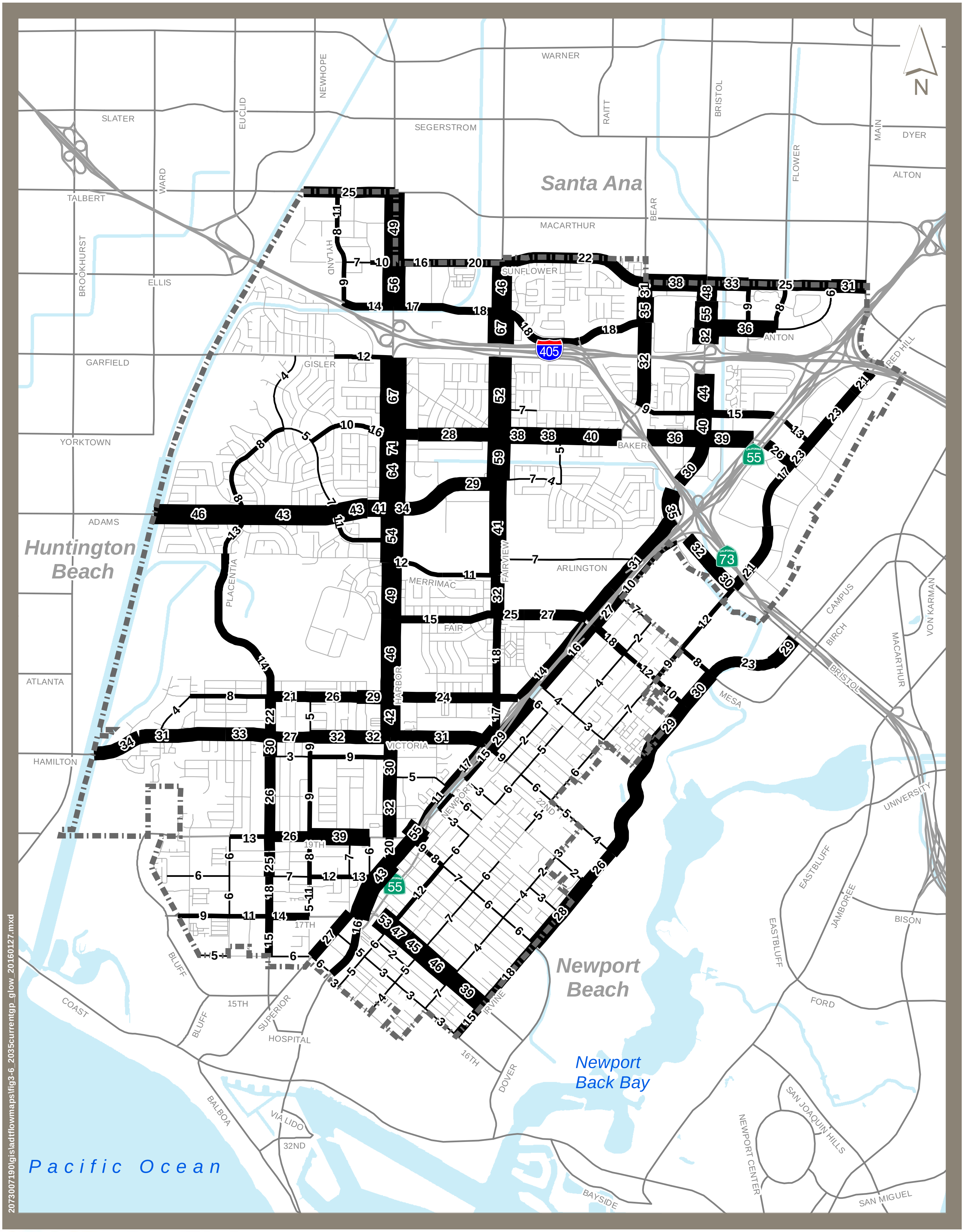

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Figure 3-6

2035 Current General Plan ADT Volumes (000s) - Buildout Highway Network

3.25

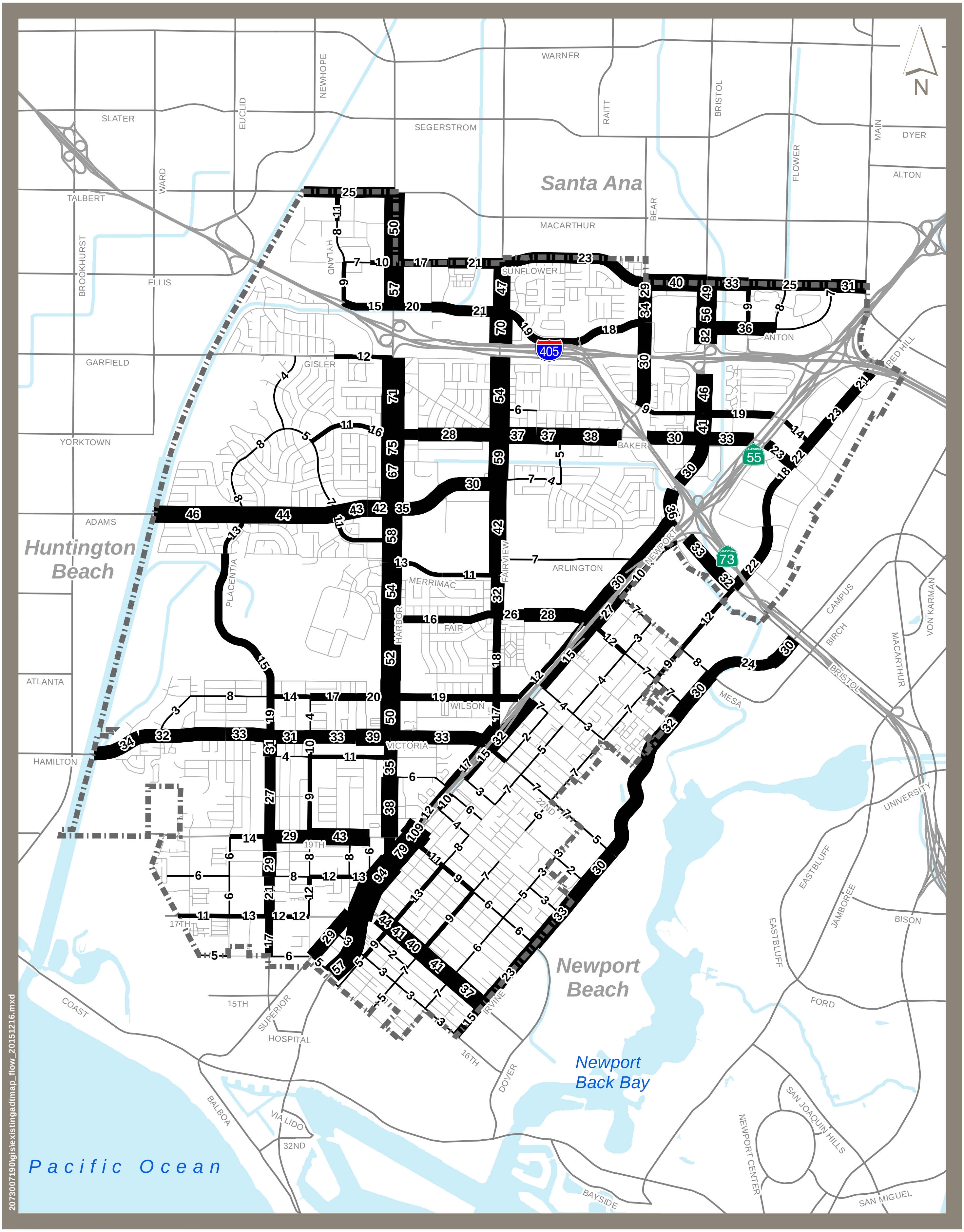

Figure 3-7

2035 Proposed General Plan ADT Volumes (000s) - Constrained Highway Network

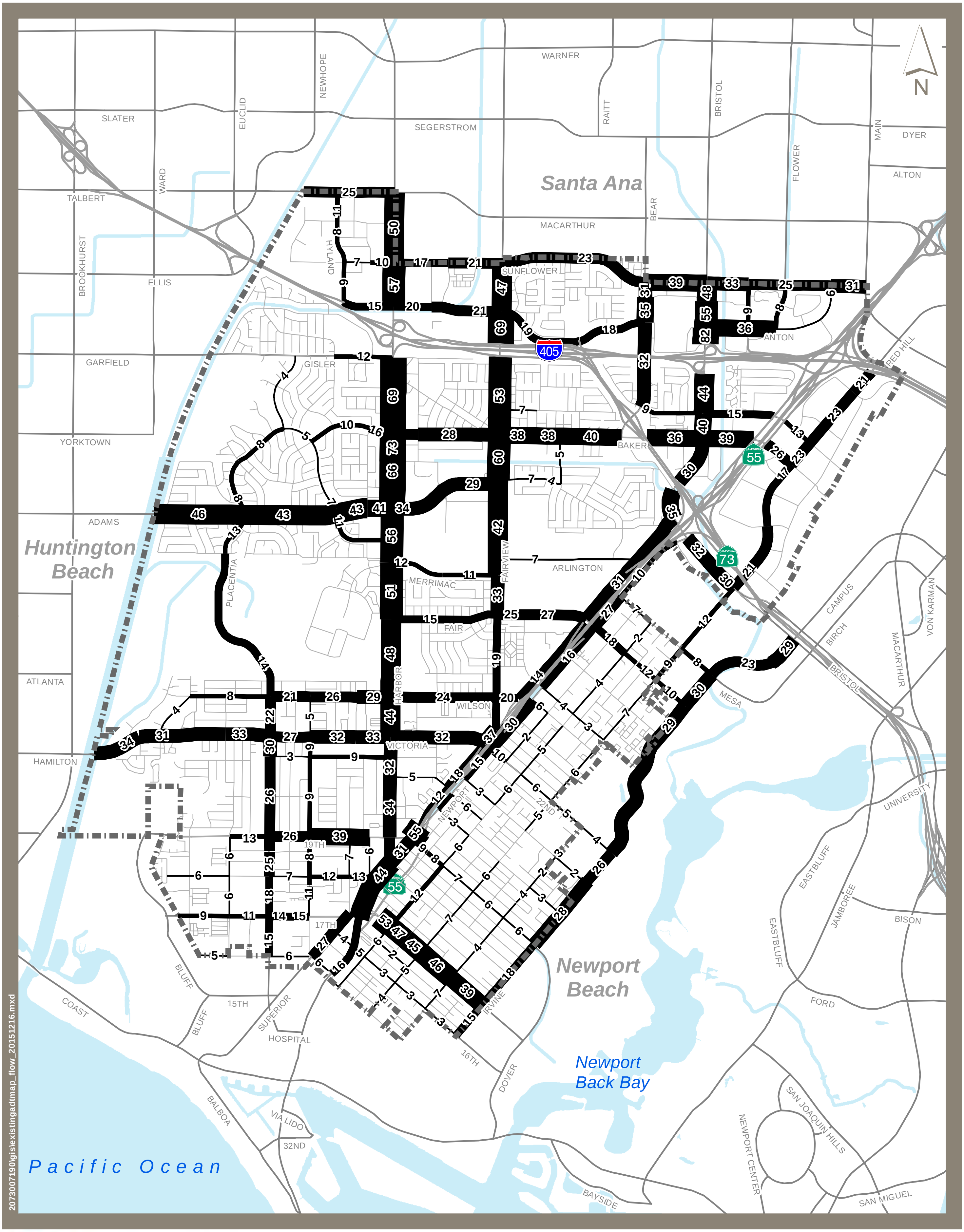

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Figure 3-8

2035 Proposed General Plan ADT Volumes (000s) - Buildout Highway Network

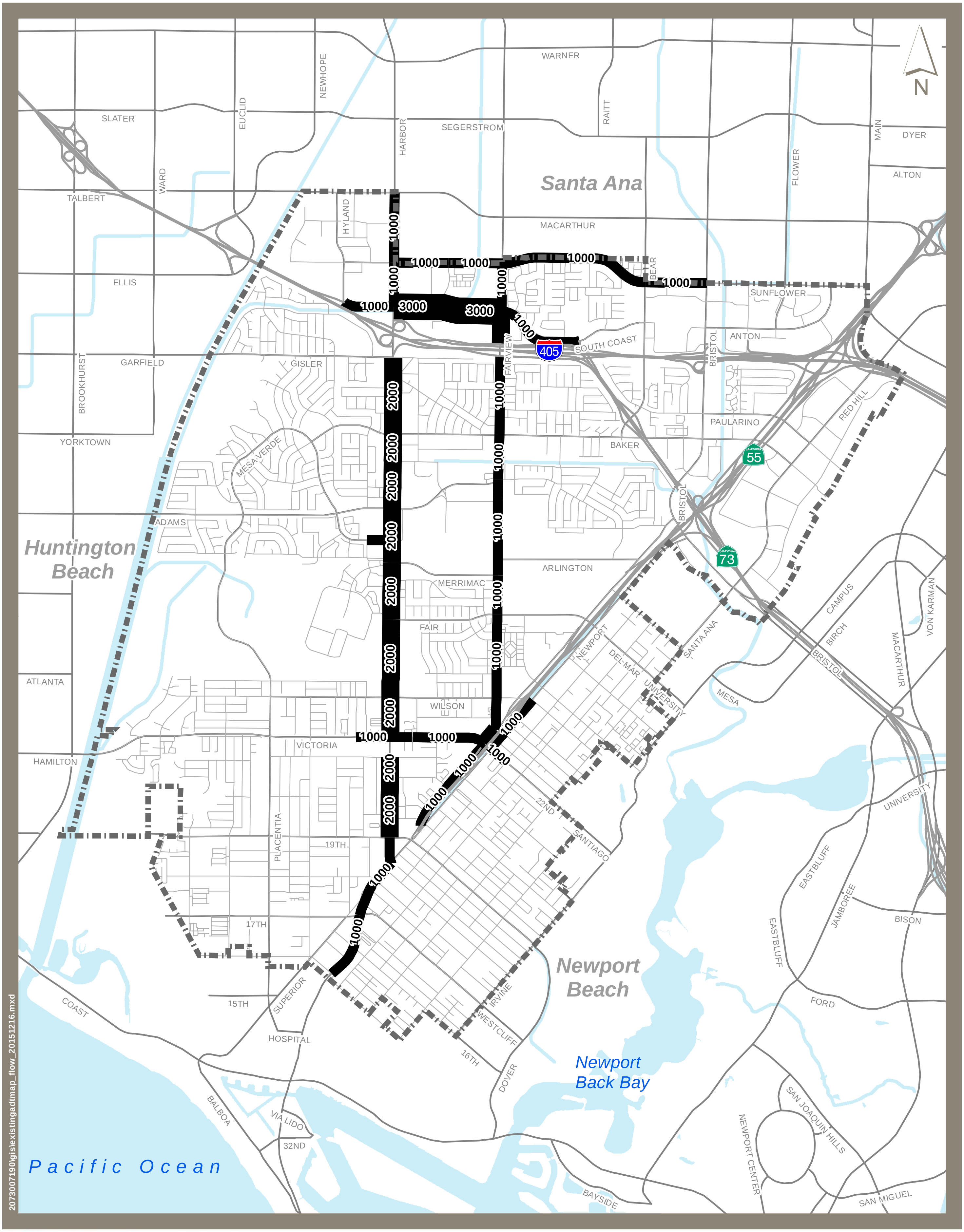

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Figure 3-9

2035 ADT Volume Difference (Proposed General Plan vs. Current General Plan) - Constrained Highway Network

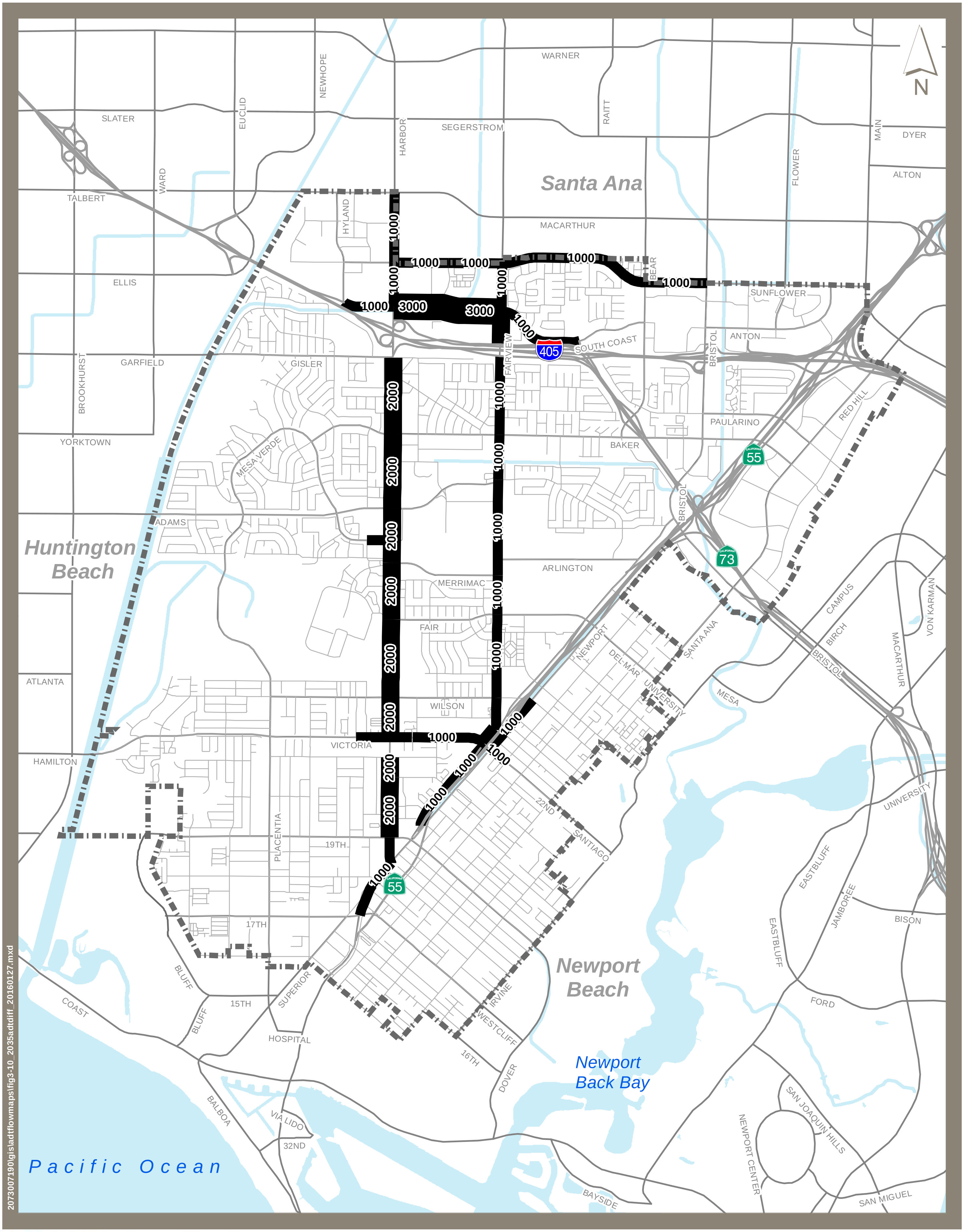

Figure 3-10

2035 ADT Volume Difference (Proposed General Plan vs. Current General Plan) - Buildout Highway Network

Table 3-9 2035 Constrained Highway Network ADT Volumes and V/C Ratios

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Adams w/o Placentia	6M-A	68,000	46,000	.68	46,000	.68
Adams e/o Placentia	6M-A	68,000	44,000	.65	44,000	.65
Adams e/o Mesa Verde E.	6M-A	68,000	43,000	.63	43,000	.63
Adams w/o Harbor	6M-A	68,000	42,000	.62	42,000	.62
Adams e/o Harbor	6M-A	68,000	35,000	.51	35,000	.51
Adams w/o Fairview	5M-A	57,000	30,000	.53	30,000	.53
Anaheim s/o 19th	2C	12,500	8,000	.64	8,000	.64
Anaheim n/o Superior	2C	12,500	7,000	.56	7,000	.56
Anton e/o Bristol	6M	56,000	36,000	.64	36,000	.64
Anton s/o Sunflower	6M	56,000	7,000	.13	7,000	.13
Arlington e/o Fairview	2S	12,500	7,000	.56	7,000	.56
Ave of the Arts n/o Anton	4S	25,000	9,000	.36	9,000	.36
Baker e/o Mesa Verde	2S	12,500	11,000	.88	11,000	.88
Baker w/o Harbor	4S	25,000	16,000	.64	16,000	.64
Baker e/o Harbor	4P-A	45,000	23,000	.51	23,000	.51
Baker w/o Fairview	4P-A	45,000	28,000	.62	28,000	.62
Baker e/o Fairview	4P-A	45,000	37,000	.82	37,000	.82
Baker e/o Coolidge	4P-A	45,000	37,000	.82	37,000	.82
Baker w/o Bear	4P-A	45,000	38,000	.84	38,000	.84
Baker w/o Randolph	4P-A	45,000	30,000	.67	30,000	.67
Baker w/o SR-55	4P-A	45,000	33,000	.73	33,000	.73
Baker w/o Pullman	4P-A	45,000	23,000	.51	23,000	.51
Baker e/o Pullman	5M-A	57,000	17,000	.30	17,000	.30
Bay e/o Harbor	2C	12,500	6,000	.48	6,000	.48
Bay e/o Newport	2C	12,500	6,000	.48	6,000	.48
Bear s/o Sunflower	6M	56,000	29,000	.52	29,000	.52
Bear n/o South Coast	6M	56,000	34,000	.61	34,000	.61
Bear n/o Paularino	4P	38,000	30,000	.79	30,000	.79
Bristol s/o Sunflower	6M-A	68,000	49,000	.72	49,000	.72
Bristol n/o Anton	8M-A	90,000	56,000	.62	56,000	.62
Bristol s/o Anton	10M-A	112,000	82,000	.73	82,000	.73
Bristol n/o Paularino	6M	56,000	46,000	.82	46,000	.82
Bristol n/o Baker	6M	56,000	41,000	.73	41,000	.73
Bristol n/o Bear	6M	56,000	30,000	.54	30,000	.54
Bristol s/o Bear	6M	56,000	36,000	.64	36,000	.64
Bristol e/o Newport	6M	56,000	33,000	.59	33,000	.59
Bristol w/o Redhill	6M	56,000	32,000	.57	32,000	.57
Canyon n/o Victoria	2C	12,500	3,000	.24	3,000	.24
Country Club n/o Mesa Verde	2C	12,500	4,000	.32	4,000	.32
Del Mar w/o Orange	4S	25,000	12,000	.48	12,000	.48
Del Mar w/o Santa Ana	2S	12,500	7,000	.56	7,000	.56
Del Mar/University w/o Irvine	2S	12,500	7,000	.56	7,000	.56
El Camino e/o Fairview	2S	12,500	7,000	.56	7,000	.56
El Camino w/o Mendoza	2S	12,500	4,000	.32	4,000	.32

Table 3-9 2035 Constrained Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Elden n/o 22nd	2C	12,500	2,000	.16	2,000	.16
Fair e/o Harbor	4P	38,000	16,000	.42	16,000	.42
Fair e/o Fairview	4P	38,000	26,000	.68	26,000	.68
Fair w/o Newport	4P	38,000	28,000	.74	28,000	.74
Fairview n/o South Coast	6M-A	68,000	46,000	.68	47,000	.69
Fairview s/o South Coast	6M-A	68,000	68,000	1.00	70,000	1.03 (a)
Fairview s/o I-405	6M-A	68,000	53,000	.78	54,000	.79
Fairview s/o Baker	6M-A	68,000	58,000	.85	59,000	.87
Fairview s/o Adams	6M-A	68,000	41,000	.60	42,000	.62
Fairview n/o Fair	6M-A	68,000	31,000	.46	32,000	.47
Fairview n/o Wilson	6M-A	68,000	17,000	.25	18,000	.26
Fairview s/o Wilson	4P-A	45,000	16,000	.36	17,000	.38
Gisler w/o Harbor	2S	12,500	12,000	.96	12,000	.96
Hamilton e/o Placentia	2C	12,500	4,000	.32	4,000	.32
Hamilton w/o Harbor	2C	12,500	11,000	.88	11,000	.88
Harbor n/o Sunflower	6M-A	68,000	49,000	.72	50,000	.74
Harbor n/o South Coast	6M-A	68,000	56,000	.82	57,000	.84
Harbor n/o Baker	8M-A	90,000	69,000	.77	71,000	.79
Harbor n/o Village	7M-A	79,000	73,000	.92	75,000	.95
Harbor n/o Adams	7M-A	79,000	65,000	.82	67,000	.85
Harbor s/o Adams	6M-A	68,000	56,000	.82	58,000	.85
Harbor n/o Fair	6M-A	68,000	52,000	.76	54,000	.79
Harbor n/o Wilson	6M-A	68,000	50,000	.74	52,000	.76
Harbor n/o Victoria	6M-A	68,000	48,000	.71	50,000	.74
Harbor n/o Bay	6M-A	68,000	33,000	.49	35,000	.51
Harbor n/o 19th	6M-A	68,000	36,000	.53	38,000	.56
Harbor s/o 19th	6M-A	68,000	22,000	.32	23,000	.34
Hyland s/o MacArthur	4P	38,000	11,000	.29	11,000	.29
Hyland s/o Scenic	4P	38,000	8,000	.21	8,000	.21
Hyland s/o Sunflower	4P	38,000	9,000	.24	9,000	.24
Industrial w/o Newport	2C	12,500	5,000	.40	5,000	.40
Irvine s/o Bristol	6M	56,000	30,000	.54	30,000	.54
Irvine n/o Mesa	6M	56,000	24,000	.43	24,000	.43
Irvine n/o University	4P	38,000	30,000	.79	30,000	.79
Irvine n/o 22nd	4P	38,000	32,000	.84	32,000	.84
Irvine s/o 22nd	4P	38,000	30,000	.79	30,000	.79
Irvine n/o 19th	4P	38,000	33,000	.87	33,000	.87
Irvine n/o 17th	4P	38,000	23,000	.61	23,000	.61
Irvine n/o 16th	4P	38,000	15,000	.39	15,000	.39
MacArthur w/o Harbor	6M	56,000	25,000	.45	25,000	.45
Merrimac e/o Harbor	4P	38,000	13,000	.34	13,000	.34
Merrimac w/o Fairview	4P	38,000	11,000	.29	11,000	.29
Mesa w/o Orange	2S	12,500	7,000	.56	7,000	.56
Mesa e/o Santa Ana	2S	12,500	8,000	.64	8,000	.64

Table 3-9 2035 Constrained Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Mesa Verde W. n/o Adams	4P	38,000	8,000	.21	8,000	.21
Mesa Verde W. w/o Country Club	4P	38,000	8,000	.21	8,000	.21
Mesa Verde E. n/o Baker	4P	38,000	5,000	.13	5,000	.13
Mesa Verde E. n/o Adams	4P	38,000	7,000	.18	7,000	.18
Mesa Verde E. s/o Adams	4P	38,000	11,000	.29	11,000	.29
Mesa Verde E. w/o Harbor	4P	38,000	12,000	.32	13,000	.34
Monrovia s/o 19th	2C	12,500	6,000	.48	6,000	.48
Monrovia n/o 17th	2C	12,500	6,000	.48	6,000	.48
Newport SB n/o Mesa	3M-A	34,000	30,000	.88	30,000	.88
Newport SB n/o Fair/Del Mar	4M-A	45,000	28,000	.62	28,000	.62
Newport SB n/o Santa Isabel	3M-A	34,000	12,000	.35	12,000	.35
Newport SB n/o Victoria	3M-A	34,000	36,000	1.06	38,000	1.12 (a)
Newport SB s/o Victoria	2M-A	23,000	16,000	.70	17,000	.74
Newport SB s/o Ford	2M-A	23,000	11,000	.48	12,000	.52
Newport NB n/o Mesa	2M-A	23,000	10,000	.43	10,000	.43
Newport NB n/o Fair/Del Mar	3M-A	34,000	27,000	.79	27,000	.79
Newport NB n/o Santa Isabel	2M-A	23,000	15,000	.65	15,000	.65
Newport NB n/o 22nd	3M-A	34,000	31,000	.91	32,000	.94
Newport NB s/o 22nd	3M-A	34,000	15,000	.44	15,000	.44
Newport NB s/o 20th	2M-A	23,000	10,000	.43	10,000	.43
Newport s/o 19th	8M-A	90,000	79,000	.88	79,000	.88
Newport n/o 17th	8M-A	90,000	93,000	1.03	94,000	1.04 (a)
Newport n/o Industrial	6M-A	68,000	56,000	.82	57,000	.84
Ogle e/o Orange	2C	12,500	2,000	.16	2,000	.16
Orange n/o Del Mar	2C	12,500	3,000	.24	3,000	.24
Orange n/o Santa Isabel	2C	12,500	4,000	.32	4,000	.32
Orange n/o 22nd	2C	12,500	5,000	.40	5,000	.40
Orange n/o 21st	2C	12,500	7,000	.56	7,000	.56
Orange n/o 19th	2C	12,500	8,000	.64	8,000	.64
Orange n/o 17th	2C	12,500	13,000	1.04	13,000	1.04 (a)
Orange n/o 16th	2C	12,500	9,000	.72	9,000	.72
Orange n/o 15th	2C	12,500	5,000	.40	5,000	.40
Park s/o 19th	2C	12,500	6,000	.48	6,000	.48
Paularino e/o Fairview	2C	12,500	6,000	.48	6,000	.48
Paularino e/o Bear	2C	12,500	9,000	.72	9,000	.72
Paularino e/o Bristol	4P	38,000	19,000	.50	19,000	.50
Paularino w/o Redhill	4P	38,000	14,000	.37	14,000	.37
Placentia s/o Adams	4P	38,000	13,000	.34	13,000	.34
Placentia n/o Wilson	4P	38,000	15,000	.39	15,000	.39
Placentia n/o Victoria	4P	38,000	19,000	.50	19,000	.50
Placentia n/o Hamilton	4P	38,000	31,000	.82	31,000	.82
Placentia s/o Hamilton	4P	38,000	27,000	.71	27,000	.71
Placentia s/o 19th	4P	38,000	29,000	.76	29,000	.76
Placentia n/o 17th	4P	38,000	21,000	.55	21,000	.55

Table 3-9 2035 Constrained Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Placentia n/o 16th	4P	38,000	17,000	.45	17,000	.45
Pomona n/o Victoria	2C	12,500	4,000	.32	4,000	.32
Pomona n/o Hamilton	2C	12,500	10,000	.80	10,000	.80
Pomona n/o 19th	2C	12,500	9,000	.72	9,000	.72
Pomona n/o 18th	2C	12,500	8,000	.64	8,000	.64
Pomona s/o 18th	2C	12,500	12,000	.96	12,000	.96
Pomona n/o 17th	2C	12,500	6,000	.48	6,000	.48
Red Hill n/o Airport Loop	4P	38,000	21,000	.55	21,000	.55
Red Hill n/o Paularino	4P	38,000	23,000	.61	23,000	.61
Red Hill n/o Baker	4P	38,000	22,000	.58	22,000	.58
Redhill n/o Kalmus	4P	38,000	18,000	.47	18,000	.47
Red Hill n/o Bristol	4P	38,000	22,000	.58	22,000	.58
Sakioka n/o Anton	4P	38,000	8,000	.21	8,000	.21
Santa Ana s/o Bristol	4S	25,000	12,000	.48	12,000	.48
Santa Ana n/o Del Mar/University	4S	25,000	9,000	.36	9,000	.36
Santa Ana n/o Santa Isabel	2C	12,500	7,000	.56	7,000	.56
Santa Ana n/o 22nd	2C	12,500	7,000	.56	7,000	.56
Santa Ana n/o 21st	2C	12,500	6,000	.48	6,000	.48
Santa Ana n/o 19th	2C	12,500	7,000	.56	7,000	.56
Santa Ana n/o 17th	2C	12,500	9,000	.72	9,000	.72
Santa Ana n/o 16th	2C	12,500	7,000	.56	7,000	.56
Santa Ana n/o 15th	2C	12,500	5,000	.40	5,000	.40
Santa Isabel e/o Newport	2S	12,500	4,000	.32	4,000	.32
Santa Isabel e/o Orange	2S	12,500	3,000	.24	3,000	.24
South Coast w/o Harbor	4P	38,000	14,000	.37	15,000	.39
South Coast e/o Harbor	4P	38,000	17,000	.45	20,000	.53
South Coast w/o Fairview	4P	38,000	18,000	.47	21,000	.55
South Coast e/o Wimbledon	4P	38,000	18,000	.47	19,000	.50
South Coast w/o Bear	4P	38,000	18,000	.47	18,000	.47
Sunflower e/o Hyland	4P	38,000	7,000	.18	7,000	.18
Sunflower w/o Harbor	4P	38,000	10,000	.26	10,000	.26
Sunflower e/o Harbor	4P	38,000	16,000	.42	17,000	.45
Sunflower w/o Susan	4P	38,000	16,000	.42	17,000	.45
Sunflower w/o Fairview	4P	38,000	20,000	.53	21,000	.55
Sunflower w/o Fuschia/Raitt	4P	38,000	22,000	.58	23,000	.61
Sunflower w/o Bristol	6M-A	68,000	39,000	.57	40,000	.59
Sunflower e/o Bristol	6M-A	68,000	33,000	.49	33,000	.49
Sunflower w/o Anton	6M-A	68,000	25,000	.37	25,000	.37
Sunflower w/o Main	6M-A	68,000	31,000	.46	31,000	.46
Superior s/o Anaheim	4P	38,000	13,000	.34	13,000	.34
Superior n/o 16th/Industrial	4P	38,000	29,000	.76	29,000	.76
Tustin n/o 21st	2C	12,500	3,000	.24	3,000	.24
Tustin n/o 20th	2C	12,500	3,000	.24	3,000	.24
Tustin n/o 19th	2C	12,500	5,000	.40	5,000	.40

Table 3-9 2035 Constrained Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Tustin n/o 17th	2C	12,500	6,000	.48	6,000	.48
Tustin n/o 16th	2C	12,500	7,000	.56	7,000	.56
Victoria w/o Pacific	4P-A	45,000	34,000	.76	34,000	.76
Victoria w/o National	4P-A	45,000	32,000	.71	32,000	.71
Victoria w/o Placentia	4P-A	45,000	33,000	.73	33,000	.73
Victoria e/o Placentia	4P-A	45,000	31,000	.69	31,000	.69
Victoria e/o Harbor	4P-A	45,000	33,000	.73	33,000	.73
Victoria w/o Harbor	4P-A	45,000	38,000	.84	39,000	.87
Victoria e/o College	4P-A	45,000	32,000	.71	33,000	.73
Wilson w/o Placentia	2S	12,500	8,000	.64	8,000	.64
Wilson e/o Placentia	2S-A	15,000	14,000	.93	14,000	.93
Wilson e/o Pomona	2S-A	15,000	17,000	1.13	17,000	1.13 (a)
Wilson w/o Harbor	2S-A	15,000	20,000	1.33	20,000	1.33 (a)
Wilson e/o Harbor	4S-A	30,000	19,000	.63	19,000	.63
Wilson e/o Fairview	2S-A	15,000	16,000	1.07	16,000	1.07 (a)
Wilson e/o Newport	2S	12,500	7,000	.56	7,000	.56
15th e/o Newport	2C	12,500	2,000	.16	2,000	.16
W. 16th e/o Monrovia	2C	12,500	5,000	.40	5,000	.40
W. 16th e/o Placentia	2C	12,500	6,000	.48	6,000	.48
16th w/o Newport	2C	12,500	3,000	.24	3,000	.24
16th e/o Newport	2C	12,500	5,000	.40	5,000	.40
16th e/o Orange	2C	12,500	3,000	.24	3,000	.24
16th e/o Santa Ana	2C	12,500	3,000	.24	3,000	.24
16th e/o Tustin	2C	12,500	3,000	.24	3,000	.24
W. 17th w/o Monrovia	2C	12,500	11,000	.88	11,000	.88
W. 17th w/o Placentia	2C	12,500	13,000	1.04	13,000	1.04 (a)
W. 17th e/o Placentia	2S	12,500	12,000	.96	12,000	.96
W. 17th w/o Pomona	2S	12,500	12,000	.96	12,000	.96
17th w/o Orange	6M-A	68,000	44,000	.65	44,000	.65
17th w/o Westminster	4P-A	45,000	41,000	.91	41,000	.91
17th w/o Santa Ana	4P-A	45,000	40,000	.89	40,000	.89
17th e/o Santa Ana	4P-A	45,000	41,000	.91	41,000	.91
17th w/o Irvine	4P	38,000	37,000	.97	37,000	.97
W. 18th e/o Monrovia	2C	12,500	6,000	.48	6,000	.48
W. 18th e/o Placentia	2C	12,500	8,000	.64	8,000	.64
W. 18th w/o Anaheim	2C	12,500	12,000	.96	12,000	.96
W. 18th w/o Park	2C	12,500	13,000	1.04	13,000	1.04 (a)
W. 19th w/o Placentia	2S	12,500	14,000	1.12	14,000	1.12 (a)
W. 19th e/o Placentia	4S	25,000	29,000	1.16	29,000	1.16 (a)
W. 19th w/o Park	6M	56,000	43,000	.77	43,000	.77
W. 19th e/o Harbor	6M	56,000	38,000	.68	38,000	.68
19th e/o Newport	4S	25,000	13,000	.52	13,000	.52
19th w/o Orange	2C	12,500	11,000	.88	11,000	.88
19th e/o Orange	2C	12,500	9,000	.72	9,000	.72

Table 3-9 2035 Constrained Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
19th e/o Santa Ana	2C	12,500	6,000	.48	6,000	.48
19th w/o Irvine	2C	12,500	6,000	.48	6,000	.48
20th e/o Newport	2C	12,500	4,000	.32	4,000	.32
20th e/o Tustin	2C	12,500	3,000	.24	3,000	.24
21st e/o Newport	2C	12,500	3,000	.24	3,000	.24
21st w/o Irvine	2C	12,500	2,000	.16	2,000	.16
22nd e/o Newport	2C	12,500	10,000	.80	11,000	.88
22nd e/o Orange	2C	12,500	7,000	.56	7,000	.56
22nd e/o Santa Ana	2C	12,500	7,000	.56	7,000	.56
22nd/Santiago w/o Irvine	2C	12,500	5,000	.40	5,000	.40

Abbreviations: ADT – Average Daily Traffic
V/C – Volume/Capacity Ratio

Roadway Types: M – Major Arterial (Standard) | M-A – Major Arterial (Augmented)
P – Primary Arterial (Standard) | P-A – Primary Arterial (Augmented)
S – Secondary Arterial (Standard) | S-A – Secondary Arterial (Augmented)
C – Collector Arterial

(a) Although the theoretical maximum ADT capacity is exceeded at this location, this is not considered to be a deficiency because the intersections analyzed along this roadway segment are forecast to operate at acceptable levels of service during the AM and PM peak hours (see Table 3-11).

[green] Committed roadway improvement assumed in the 2035 constrained highway network.

[blue] Location with improvements in the Costa Mesa Master Plan of Streets and Highways (MPSH) that are not assumed in the 2035 constrained highway network.

Table 3-10 2035 Buildout Highway Network ADT Volumes and V/C Ratios

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Adams w/o Placentia	6M-A	68,000	46,000	.68	46,000	.68
Adams e/o Placentia	6M-A	68,000	43,000	.63	43,000	.63
Adams e/o Mesa Verde E.	6M-A	68,000	43,000	.63	43,000	.63
Adams w/o Harbor	6M-A	68,000	41,000	.60	41,000	.60
Adams e/o Harbor	6M-A	68,000	34,000	.50	34,000	.50
Adams w/o Fairview	5M-A	57,000	29,000	.51	29,000	.51
Anaheim s/o 19th	2C	12,500	7,000	.56	7,000	.56
Anaheim n/o Superior	2C	12,500	6,000	.48	6,000	.48
Anton e/o Bristol	6M	56,000	36,000	.64	36,000	.64
Anton s/o Sunflower	6M	56,000	6,000	.11	6,000	.11
Arlington e/o Fairview	2S	12,500	7,000	.56	7,000	.56
Ave of the Arts n/o Anton	4S	25,000	9,000	.36	9,000	.36
Baker e/o Mesa Verde	4S	25,000	10,000	.40	10,000	.40
Baker w/o Harbor	4S	25,000	16,000	.64	16,000	.64
Baker e/o Harbor	4P-A	45,000	23,000	.51	23,000	.51
Baker w/o Fairview	4P-A	45,000	28,000	.62	28,000	.62
Baker e/o Fairview	4P-A	45,000	38,000	.84	38,000	.84
Baker e/o Coolidge	4P-A	45,000	38,000	.84	38,000	.84
Baker w/o Bear	4P-A	45,000	40,000	.89	40,000	.89
Baker w/o Randolph	6M-A	68,000	36,000	.53	36,000	.53
Baker w/o SR-55	6M-A	68,000	39,000	.57	39,000	.57
Baker w/o Pullman	6M-A	68,000	26,000	.38	26,000	.38
Baker e/o Pullman	6M-A	68,000	20,000	.29	20,000	.29
Bay e/o Harbor	2C	12,500	5,000	.40	5,000	.40
Bay e/o Newport	2C	12,500	6,000	.48	6,000	.48
Bear s/o Sunflower	6M	56,000	31,000	.55	31,000	.55
Bear n/o South Coast	6M	56,000	35,000	.63	35,000	.63
Bear n/o Paularino	6M	56,000	32,000	.57	32,000	.57
Bristol s/o Sunflower	6M-A	68,000	48,000	.71	48,000	.71
Bristol n/o Anton	8M-A	90,000	55,000	.61	55,000	.61
Bristol s/o Anton	10M-A	112,000	82,000	.73	82,000	.73
Bristol n/o Paularino	6M	56,000	44,000	.79	44,000	.79
Bristol n/o Baker	6M	56,000	40,000	.71	40,000	.71
Bristol n/o Bear	6M	56,000	30,000	.54	30,000	.54
Bristol s/o Bear	6M	56,000	35,000	.63	35,000	.63
Bristol e/o Newport	6M	56,000	32,000	.57	32,000	.57
Bristol w/o Redhill	6M	56,000	30,000	.54	30,000	.54
Canyon n/o Victoria	2C	12,500	4,000	.32	4,000	.32
Country Club n/o Mesa Verde	2C	12,500	4,000	.32	4,000	.32
Del Mar w/o Orange	4P	38,000	18,000	.47	18,000	.47
Del Mar w/o Santa Ana	4P	38,000	12,000	.32	12,000	.32
Del Mar/University w/o Irvine	4P	38,000	10,000	.26	10,000	.26
El Camino e/o Fairview	2S	12,500	7,000	.56	7,000	.56
El Camino w/o Mendoza	2S	12,500	4,000	.32	4,000	.32

Table 3-10 2035 Buildout Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Elden n/o 22nd	2C	12,500	2,000	.16	2,000	.16
Fair e/o Harbor	4P	38,000	15,000	.39	15,000	.39
Fair e/o Fairview	4P	38,000	25,000	.66	25,000	.66
Fair w/o Newport	4P	38,000	27,000	.71	27,000	.71
Fairview n/o South Coast	6M-A	68,000	46,000	.68	47,000	.69
Fairview s/o South Coast	6M-A	68,000	67,000	.99	69,000	1.01 (a)
Fairview s/o I-405	6M-A	68,000	52,000	.76	53,000	.78
Fairview s/o Baker	6M-A	68,000	59,000	.87	60,000	.88
Fairview s/o Adams	6M-A	68,000	41,000	.60	42,000	.62
Fairview n/o Fair	6M-A	68,000	32,000	.47	33,000	.49
Fairview n/o Wilson	6M-A	68,000	18,000	.26	19,000	.28
Fairview s/o Wilson	4P-A	45,000	17,000	.38	18,000	.40
Gisler w/o Harbor	2S	12,500	12,000	.96	12,000	.96
Hamilton e/o Placentia	2C	12,500	3,000	.24	3,000	.24
Hamilton w/o Harbor	2C	12,500	9,000	.72	9,000	.72
Harbor n/o Sunflower	6M-A	68,000	49,000	.72	50,000	.74
Harbor n/o South Coast	6M-A	68,000	56,000	.82	57,000	.84
Harbor n/o Baker	8M-A	90,000	67,000	.74	69,000	.77
Harbor n/o Village	7M-A	79,000	71,000	.90	73,000	.92
Harbor n/o Adams	7M-A	79,000	64,000	.81	66,000	.84
Harbor s/o Adams	6M-A	68,000	54,000	.79	56,000	.82
Harbor n/o Fair	6M-A	68,000	49,000	.72	51,000	.75
Harbor n/o Wilson	6M-A	68,000	46,000	.68	48,000	.71
Harbor n/o Victoria	6M-A	68,000	42,000	.62	44,000	.65
Harbor n/o Bay	6M-A	68,000	30,000	.44	32,000	.47
Harbor n/o 19th	6M-A	68,000	32,000	.47	34,000	.50
Harbor s/o 19th	6M-A	68,000	20,000	.29	21,000	.31
Hyland s/o MacArthur	4P	38,000	11,000	.29	11,000	.29
Hyland s/o Scenic	4P	38,000	8,000	.21	8,000	.21
Hyland s/o Sunflower	4P	38,000	9,000	.24	9,000	.24
Industrial w/o Newport	2C	12,500	6,000	.48	6,000	.48
Irvine s/o Bristol	6M	56,000	29,000	.52	29,000	.52
Irvine n/o Mesa	6M	56,000	23,000	.41	23,000	.41
Irvine n/o University	4P	38,000	30,000	.79	30,000	.79
Irvine n/o 22nd	4P	38,000	29,000	.76	29,000	.76
Irvine s/o 22nd	4P	38,000	26,000	.68	26,000	.68
Irvine n/o 19th	4P	38,000	28,000	.74	28,000	.74
Irvine n/o 17th	4P	38,000	18,000	.47	18,000	.47
Irvine n/o 16th	4P	38,000	15,000	.39	15,000	.39
MacArthur w/o Harbor	6M	56,000	25,000	.45	25,000	.45
Merrimac e/o Harbor	4P	38,000	12,000	.32	12,000	.32
Merrimac w/o Fairview	4P	38,000	11,000	.29	11,000	.29
Mesa w/o Orange	2S	12,500	7,000	.56	7,000	.56
Mesa e/o Santa Ana	2S	12,500	8,000	.64	8,000	.64

Table 3-10 2035 Buildout Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Mesa Verde W. n/o Adams	4P	38,000	8,000	.21	8,000	.21
Mesa Verde W. w/o Country Club	4P	38,000	8,000	.21	8,000	.21
Mesa Verde E. n/o Baker	4P	38,000	5,000	.13	5,000	.13
Mesa Verde E. n/o Adams	4P	38,000	7,000	.18	7,000	.18
Mesa Verde E. s/o Adams	4P	38,000	11,000	.29	11,000	.29
Mesa Verde E. w/o Harbor	4P	38,000	12,000	.32	13,000	.34
Monrovia s/o 19th	2C	12,500	6,000	.48	6,000	.48
Monrovia n/o 17th	2C	12,500	6,000	.48	6,000	.48
Newport SB n/o Mesa	3M-A	34,000	31,000	.91	31,000	.91
Newport SB n/o Fair/Del Mar	4M-A	45,000	28,000	.62	28,000	.62
Newport SB n/o Santa Isabel	3M-A	34,000	14,000	.41	14,000	.41
Newport SB n/o Victoria	3M-A	34,000	35,000	1.03	37,000	1.09 (a)
Newport SB s/o Victoria	2M-A	23,000	17,000	.74	18,000	.78
Newport SB s/o Ford	2M-A	23,000	11,000	.48	12,000	.52
Newport NB n/o Mesa	2M-A	23,000	10,000	.43	10,000	.43
Newport NB n/o Fair/Del Mar	3M-A	34,000	27,000	.79	27,000	.79
Newport NB n/o Santa Isabel	2M-A	23,000	16,000	.70	16,000	.70
Newport NB n/o 22nd	3M-A	34,000	29,000	.85	30,000	.88
Newport NB s/o 22nd	3M-A	34,000	15,000	.44	15,000	.44
Newport NB s/o 20th	2M-A	23,000	10,000	.43	10,000	.43
Newport s/o 19th	6M-A	68,000	31,000	.46	31,000	.46
Newport n/o 17th	6M-A	68,000	43,000	.63	44,000	.65
Newport n/o Industrial	6M-A	68,000	16,000	.24	16,000	.24
Ogle e/o Orange	2C	12,500	2,000	.16	2,000	.16
Orange n/o Del Mar	2C	12,500	2,000	.16	2,000	.16
Orange n/o Santa Isabel	2C	12,500	4,000	.32	4,000	.32
Orange n/o 22nd	2C	12,500	5,000	.40	5,000	.40
Orange n/o 21st	2C	12,500	6,000	.48	6,000	.48
Orange n/o 19th	2C	12,500	6,000	.48	6,000	.48
Orange n/o 17th	2C	12,500	12,000	.96	12,000	.96
Orange n/o 16th	2C	12,500	6,000	.48	6,000	.48
Orange n/o 15th	2C	12,500	5,000	.40	5,000	.40
Park s/o 19th	2C	12,500	6,000	.48	6,000	.48
Paularino e/o Fairview	2C	12,500	7,000	.56	7,000	.56
Paularino e/o Bear	2C	12,500	9,000	.72	9,000	.72
Paularino e/o Bristol	4P	38,000	15,000	.39	15,000	.39
Paularino w/o Redhill	4P	38,000	13,000	.34	13,000	.34
Placentia s/o Adams	4P	38,000	13,000	.34	13,000	.34
Placentia n/o Wilson	4P	38,000	14,000	.37	14,000	.37
Placentia n/o Victoria	4P	38,000	22,000	.58	22,000	.58
Placentia n/o Hamilton	4P	38,000	30,000	.79	30,000	.79
Placentia s/o Hamilton	4P	38,000	26,000	.68	26,000	.68
Placentia s/o 19th	4P	38,000	25,000	.66	25,000	.66
Placentia n/o 17th	4P	38,000	18,000	.47	18,000	.47

Table 3-10 2035 Buildout Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Placentia n/o 16th	4P	38,000	15,000	.39	15,000	.39
Pomona n/o Victoria	2C	12,500	5,000	.40	5,000	.40
Pomona n/o Hamilton	2C	12,500	9,000	.72	9,000	.72
Pomona n/o 19th	2C	12,500	9,000	.72	9,000	.72
Pomona n/o 18th	2C	12,500	8,000	.64	8,000	.64
Pomona s/o 18th	2C	12,500	11,000	.88	11,000	.88
Pomona n/o 17th	2C	12,500	5,000	.40	5,000	.40
Red Hill n/o Airport Loop	4P	38,000	21,000	.55	21,000	.55
Red Hill n/o Paularino	4P	38,000	23,000	.61	23,000	.61
Red Hill n/o Baker	4P	38,000	23,000	.61	23,000	.61
Redhill n/o Kalmus	4P	38,000	17,000	.45	17,000	.45
Red Hill n/o Bristol	4P	38,000	21,000	.55	21,000	.55
Sakioka n/o Anton	4P	38,000	8,000	.21	8,000	.21
Santa Ana s/o Bristol	4S	25,000	12,000	.48	12,000	.48
Santa Ana n/o Del Mar/University	4S	25,000	9,000	.36	9,000	.36
Santa Ana n/o Santa Isabel	2C	12,500	7,000	.56	7,000	.56
Santa Ana n/o 22nd	2C	12,500	6,000	.48	6,000	.48
Santa Ana n/o 21st	2C	12,500	5,000	.40	5,000	.40
Santa Ana n/o 19th	2C	12,500	6,000	.48	6,000	.48
Santa Ana n/o 17th	2C	12,500	7,000	.56	7,000	.56
Santa Ana n/o 16th	2C	12,500	5,000	.40	5,000	.40
Santa Ana n/o 15th	2C	12,500	4,000	.32	4,000	.32
Santa Isabel e/o Newport	2S	12,500	4,000	.32	4,000	.32
Santa Isabel e/o Orange	2S	12,500	3,000	.24	3,000	.24
South Coast w/o Harbor	4P	38,000	14,000	.37	15,000	.39
South Coast e/o Harbor	4P	38,000	17,000	.45	20,000	.53
South Coast w/o Fairview	4P	38,000	18,000	.47	21,000	.55
South Coast e/o Wimbledon	4P	38,000	18,000	.47	19,000	.50
South Coast w/o Bear	4P	38,000	18,000	.47	18,000	.47
Sunflower e/o Hyland	4P	38,000	7,000	.18	7,000	.18
Sunflower w/o Harbor	4P	38,000	10,000	.26	10,000	.26
Sunflower e/o Harbor	4P	38,000	16,000	.42	17,000	.45
Sunflower w/o Susan	4P	38,000	16,000	.42	17,000	.45
Sunflower w/o Fairview	4P	38,000	20,000	.53	21,000	.55
Sunflower w/o Fuschia/Raitt	4P	38,000	22,000	.58	23,000	.61
Sunflower w/o Bristol	6M-A	68,000	38,000	.56	39,000	.57
Sunflower e/o Bristol	6M-A	68,000	33,000	.49	33,000	.49
Sunflower w/o Anton	6M-A	68,000	25,000	.37	25,000	.37
Sunflower w/o Main	6M-A	68,000	31,000	.46	31,000	.46
Superior s/o Anaheim	4P	38,000	11,000	.29	11,000	.29
Superior n/o 16th/Industrial	4P	38,000	27,000	.71	27,000	.71
Tustin n/o 21st	2C	12,500	3,000	.24	3,000	.24
Tustin n/o 20th	2C	12,500	2,000	.16	2,000	.16
Tustin n/o 19th	2C	12,500	4,000	.32	4,000	.32

Table 3-10 2035 Buildout Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Tustin n/o 17th	2C	12,500	4,000	.32	4,000	.32
Tustin n/o 16th	2C	12,500	7,000	.56	7,000	.56
Victoria w/o Pacific	4P-A	45,000	34,000	.76	34,000	.76
Victoria w/o National	4P-A	45,000	31,000	.69	31,000	.69
Victoria w/o Placentia	4P-A	45,000	33,000	.73	33,000	.73
Victoria e/o Placentia	4P-A	45,000	27,000	.60	27,000	.60
Victoria e/o Harbor	4P-A	45,000	32,000	.71	32,000	.71
Victoria w/o Harbor	4P-A	45,000	32,000	.71	33,000	.73
Victoria e/o College	4P-A	45,000	31,000	.69	32,000	.71
Wilson w/o Placentia	2S	12,500	8,000	.64	8,000	.64
Wilson e/o Placentia	4S-A	30,000	21,000	.70	21,000	.70
Wilson e/o Pomona	4S-A	30,000	26,000	.87	26,000	.87
Wilson w/o Harbor	4S-A	30,000	29,000	.97	29,000	.97
Wilson e/o Harbor	4S-A	30,000	24,000	.80	24,000	.80
Wilson e/o Fairview	4S-A	30,000	20,000	.67	20,000	.67
Wilson e/o Newport	2S	12,500	6,000	.48	6,000	.48
15th e/o Newport	2C	12,500	3,000	.24	3,000	.24
W. 16th e/o Monrovia	2C	12,500	5,000	.40	5,000	.40
W. 16th e/o Placentia	2C	12,500	6,000	.48	6,000	.48
16th w/o Newport	2C	12,500	4,000	.32	4,000	.32
16th e/o Newport	2C	12,500	5,000	.40	5,000	.40
16th e/o Orange	2C	12,500	3,000	.24	3,000	.24
16th e/o Santa Ana	2C	12,500	3,000	.24	3,000	.24
16th e/o Tustin	2C	12,500	3,000	.24	3,000	.24
W. 17th w/o Monrovia	4S	25,000	9,000	.36	9,000	.36
W. 17th w/o Placentia	4S	25,000	11,000	.44	11,000	.44
W. 17th e/o Placentia	4P	38,000	14,000	.37	14,000	.37
W. 17th w/o Pomona	4P	38,000	15,000	.39	15,000	.39
17th w/o Orange	6M-A	68,000	53,000	.78	53,000	.78
17th w/o Westminster	6M-A	68,000	47,000	.69	47,000	.69
17th w/o Santa Ana	6M-A	68,000	45,000	.66	45,000	.66
17th e/o Santa Ana	6M-A	68,000	46,000	.68	46,000	.68
17th w/o Irvine	4P	38,000	39,000	1.03	39,000	1.03 (a)
W. 18th e/o Monrovia	2C	12,500	6,000	.48	6,000	.48
W. 18th e/o Placentia	2C	12,500	7,000	.56	7,000	.56
W. 18th w/o Anaheim	2C	12,500	12,000	.96	12,000	.96
W. 18th w/o Park	2C	12,500	13,000	1.04	13,000	1.04 (a)
W. 19th w/o Placentia	4S	25,000	13,000	.52	13,000	.52
W. 19th e/o Placentia	4S	25,000	26,000	1.04	26,000	1.04 (a)
W. 19th w/o Park	6M	56,000	39,000	.70	39,000	.70
W. 19th e/o Harbor	6M	56,000	35,000	.63	35,000	.63
19th e/o Newport	4S	25,000	9,000	.36	9,000	.36
19th w/o Orange	2C	12,500	8,000	.64	8,000	.64
19th e/o Orange	2C	12,500	7,000	.56	7,000	.56

Table 3-10 2035 Buildout Highway Network ADT Volumes and V/C Ratios (continued)

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
19th e/o Santa Ana	2C	12,500	6,000	.48	6,000	.48
19th w/o Irvine	2C	12,500	6,000	.48	6,000	.48
20th e/o Newport	2C	12,500	3,000	.24	3,000	.24
20th e/o Tustin	2C	12,500	3,000	.24	3,000	.24
21st e/o Newport	2C	12,500	3,000	.24	3,000	.24
21st w/o Irvine	2C	12,500	2,000	.16	2,000	.16
22nd e/o Newport	4S	25,000	9,000	.36	10,000	.40
22nd e/o Orange	2C	12,500	6,000	.48	6,000	.48
22nd e/o Santa Ana	2C	12,500	5,000	.40	5,000	.40
22nd/Santiago w/o Irvine	2C	12,500	4,000	.32	4,000	.32

Abbreviations: ADT – Average Daily Traffic
V/C – Volume/Capacity Ratio

Roadway Types: M – Major Arterial (Standard) M-A – Major Arterial (Augmented)
P – Primary Arterial (Standard) P-A – Primary Arterial (Augmented)
S – Secondary Arterial (Standard) S-A – Secondary Arterial (Augmented)
C – Collector Arterial

(a) Although the theoretical maximum ADT capacity is exceeded at this location, this is not considered to be a deficiency because the intersections analyzed along this roadway segment are forecast to operate at acceptable levels of service during the AM and PM peak hours (see Table 3-12).

The Costa Mesa Master Plan of Street and Highways (MPSH) roadway improvement at this location is assumed in the 2035 buildout highway network but not in the 2035 constrained highway network.

As indicated in Table 3-10, each of these roadways is forecast to operate within its theoretical maximum ADT capacity under year 2035 conditions with the future Wilson Street and 17th Street roadway widening improvements that are planned as part of buildout of the City of Costa Mesa Master Plan of Streets and Highways (MPSH).

Figure 3-11 illustrates the intersection locations within the City of Costa Mesa that were analyzed based on year 2035 traffic conditions. Year 2035 AM and PM peak hour ICU values based on the current and proposed General Plan are summarized in Table 3-11 for the constrained highway network and in Table 3-12 for the buildout highway network (actual turn volumes and ICU calculation worksheets are included in Appendix A). Based on the intersection LOS performance criteria outlined in Chapter 1.0, each of the intersection locations analyzed in the City is forecast to operate at an acceptable LOS (i.e., LOS "D" or better) under year 2035 conditions with the future intersection improvements summarized earlier in Table 3-8.

3.4 COSTA MESA MASTER PLAN OF STREETS AND HIGHWAYS ISSUES

The following sub-sections discuss various issues pertaining to the Costa Mesa Master Plan of Streets and Highways (MPSH).

3.4.1 Santa Ana River Crossings

Several studies have been conducted by the Cities of Costa Mesa, Newport Beach, Fountain Valley and Huntington Beach and the Orange County Transportation Authority (OCTA) to analyze the deletion of two unbuilt roadway crossings of the Santa Ana River. The main study, titled the Santa Ana River Crossings Study (SARX), provided the technical analysis to support the OCTA's amendment to the Orange County Master Plan of Arterial Highways (MPAH) to downgrade the Gisler Avenue/Garfield Avenue crossing to a "Right-of-Way Reserve" status and delete the West 19th Street crossing from the MPAH. To maintain consistency with the amended MPAH, the Cities of Costa Mesa, Fountain Valley, and Huntington Beach have subsequently changed the designation of the Gisler Avenue/Garfield Avenue crossing to "Right-of-Way Reserve" status in their respective General Plan Circulation Element roadway systems. The City of Huntington Beach has subsequently deleted the West 19th Street crossing from their General Plan circulation system through their General Plan Update process. With this deletion, there is no possible connection for a vehicular bridge from Costa Mesa towards Huntington Beach.

The long-range (2035) traffic forecasts analyzed earlier in this chapter do not include a West 19th Street crossing of the Santa Ana River, and the results of the analysis indicate that the future traffic demand in Costa Mesa can be adequately served without the crossing. Therefore this study can serve as the technical analysis to support the deletion of the West 19th Street crossing of the Santa Ana River from the Costa Mesa MPSH.

3.4.2 West 19th Street Downgrade

In the current Costa Mesa MPSH, West 19th Street west of Placentia Avenue is designated as a primary arterial. However, the long-range traffic forecasts presented earlier in this chapter, which

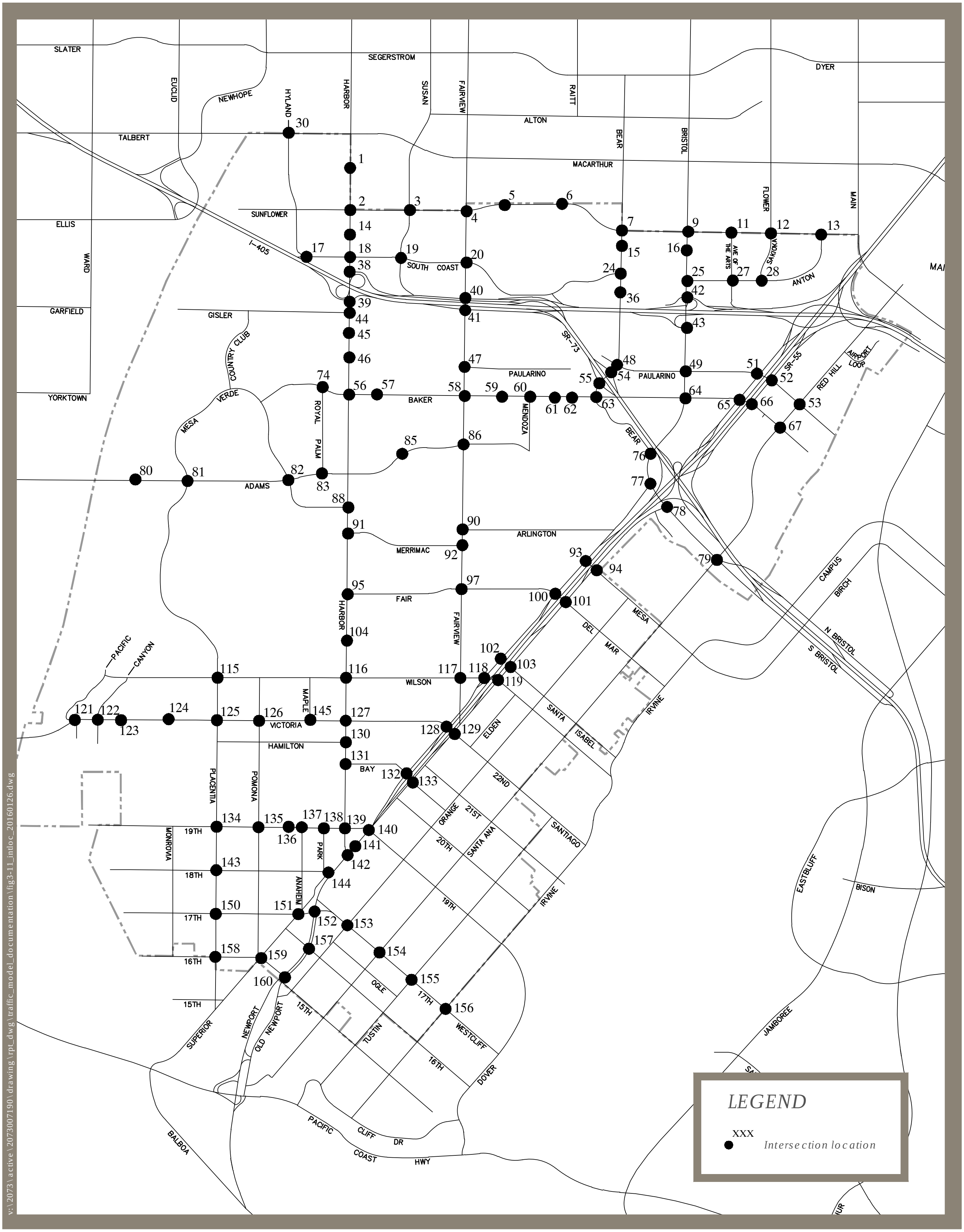

Figure 3-11

Intersection Location Map

Table 3-11 2035 Constrained Highway Network Intersection LOS Summary

	2035 Current General Plan				2035 Proposed General Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Harbor & Scenic/Lake Center	.62	B	.67	B	.64	B	.69	B
2. Harbor & Sunflower	.59	A	.71	C	.61	B	.72	C
3. Susan & Sunflower	.46	A	.61	B	.49	A	.64	B
4. Fairview & Sunflower	.70	B	.67	B	.73	C	.70	B
5. Wimbledon & Sunflower	.36	A	.54	A	.37	A	.55	A
6. Fuchsia/Raitt & Sunflower	.36	A	.51	A	.37	A	.52	A
7. Bear & Sunflower	.43	A	.44	A	.43	A	.46	A
9. Bristol & Sunflower	.69	B	.89	D	.69	B	.89	D
11. Ave of the Arts & Sunflower	.44	A	.55	A	.45	A	.57	A
12. Sakioka & Sunflower	.37	A	.52	A	.38	A	.52	A
13. Anton & Sunflower	.44	A	.54	A	.44	A	.55	A
14. Harbor & Law Court	.66	B	.80	C	.66	B	.80	C
15. Bear & Crystal Court	.19	A	.52	A	.19	A	.53	A
16. Bristol & Town Center	.44	A	.55	A	.44	A	.55	A
17. Hyland & South Coast/I-405 NB On-Ramp	.24	A	.50	A	.26	A	.56	A
18. Harbor & South Coast	.54	A	.78	C	.56	A	.84	D
19. Susan & South Coast	.34	A	.64	B	.46	A	.68	B
20. Fairview & South Coast	.63	B	.73	C	.69	B	.79	C
24. Bear & South Coast	.26	A	.53	A	.26	A	.54	A
25. Bristol & Anton	.45	A	.84	D	.45	A	.84	D
27. Ave of the Arts & Anton	.48	A	.71	C	.48	A	.71	C
28. Sakioka & Anton	.40	A	.55	A	.40	A	.55	A
30. Hyland & MacArthur	.64	B	.86	D	.67	B	.87	D
36. Bear & Metro Point	.24	A	.49	A	.24	A	.49	A
38. Harbor & I-405 NB Ramps	.79	C	.87	D	.81	D	.89	D
39. Harbor & I-405 SB Ramps	.57	A	.70	B	.62	B	.73	C
40. Fairview & I-405 NB Ramps	.63	B	.73	C	.68	B	.75	C
41. Fairview & I-405 SB Ramps	.63	B	.67	B	.65	B	.70	B
42. Bristol & I-405 NB Ramps	.53	A	.84	D	.53	A	.84	D
43. Bristol & I-405 SB Ramps	.54	A	.69	B	.54	A	.69	B
44. Harbor & Gisler	.58	A	.77	C	.58	A	.78	C
45. Harbor & Date	.47	A	.58	A	.49	A	.60	A
46. Harbor & Nutmeg	.47	A	.66	B	.48	A	.67	B
47. Fairview & Paularino	.57	A	.55	A	.58	A	.57	A
48. Bear & Paularino	.40	A	.75	C	.40	A	.76	C
49. Bristol & Paularino	.58	A	.79	C	.58	A	.79	C
51. SR-55 SB Ramps & Paularino	.71	C	.64	B	.71	C	.64	B
52. SR-55 NB Ramps & Paularino	.77	C	.74	C	.77	C	.75	C
53. Redhill & Paularino	.56	A	.68	B	.56	A	.68	B
54. Bear & SR 73 NB Ramps	.38	A	.63	B	.38	A	.63	B
55. Bear & SR-73 SB Ramps	.42	A	.57	A	.42	A	.57	A
56. Harbor & Baker	.54	A	.78	C	.55	A	.79	C
57. College & Baker	.43	A	.65	B	.43	A	.65	B
58. Fairview & Baker	.77	C	.81	D	.77	C	.81	D

Table 3-11 2035 Constrained Highway Network Intersection LOS Summary (continued)

Intersection	2035 Current General Plan				2035 Proposed General Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
59. Coolidge & Baker	.52	A	.71	C	.52	A	.71	C
60. Mendoza & Baker	.56	A	.69	B	.57	A	.69	B
61. Babb & Baker	.64	B	.77	C	.65	B	.77	C
62. Milbro & Baker	.62	B	.57	A	.62	B	.57	A
63. Bear & Baker	.62	B	.67	B	.63	B	.67	B
64. Bristol & Baker	.72	C	.85	D	.72	C	.85	D
65. SR-55 SB Ramps & Baker	.73	C	.79	C	.73	C	.79	C
66. SR-55 NB Ramps & Baker	.62	B	.66	B	.63	B	.66	B
67. Red Hill & Baker	.43	A	.72	C	.43	A	.72	C
74. Royal Palm & Baker	.35	A	.65	B	.35	A	.66	B
76. Bristol & Bear	.39	A	.64	B	.39	A	.65	B
77. Bristol & Newport SB	.32	A	.65	B	.32	A	.67	B
78. Bristol & Newport NB	.40	A	.52	A	.41	A	.52	A
79. Bristol & Red Hill	.51	A	.52	A	.51	A	.52	A
80. Shantar & Adams	.55	A	.68	B	.56	A	.69	B
81. Placentia/Mesa Verde W & Adams	.85	D	.89	D	.85	D	.89	D
82. Mesa Verde E & Adams	.60	A	.66	B	.61	B	.66	B
83. Royal Palm & Adams	.57	A	.76	C	.57	A	.76	C
84. Harbor & Adams	.85	D	.83	D	.86	D	.84	D
85. Pinecreek & Adams	.71	C	.72	C	.71	C	.73	C
86. Fairview & Adams	.78	C	.74	C	.78	C	.75	C
88. Harbor & Mesa Verde	.49	A	.69	B	.51	A	.75	C
90. Fairview & Arlington	.35	A	.46	A	.36	A	.47	A
91. Harbor & Merrimac	.47	A	.65	B	.49	A	.67	B
92. Fairview & Merrimac	.35	A	.42	A	.36	A	.43	A
93. Newport SB & Mesa	.32	A	.64	B	.32	A	.65	B
94. Newport NB & Mesa	.39	A	.51	A	.40	A	.52	A
95. Harbor & Fair	.44	A	.61	B	.45	A	.63	B
97. Fairview & Fair	.55	A	.67	B	.57	A	.68	B
100. Newport SB & Fair	.35	A	.53	A	.35	A	.54	A
101. Newport NB & Del Mar	.76	C	.54	A	.79	C	.54	A
102. Newport SB & Vanguard	.27	A	.62	B	.27	A	.63	B
103. Newport NB & Santa Isabel	.50	A	.44	A	.50	A	.45	A
104. Harbor & Harbor Center	.51	A	.62	B	.52	A	.64	B
115. Placentia & Wilson	.48	A	.50	A	.48	A	.50	A
116. Harbor & Wilson	.56	A	.67	B	.57	A	.69	B
117. Fairview & Wilson	.62	B	.83	D	.62	B	.86	D
118. Newport SB & Wilson	.34	A	.49	A	.34	A	.48	A
119. Newport NB & Wilson	.46	A	.44	A	.46	A	.45	A
121. Valley & Victoria	.58	A	.74	C	.59	A	.74	C
122. Canyon & Victoria	.57	A	.71	C	.57	A	.72	C
123. American & Victoria	.60	A	.66	B	.61	B	.66	B
124. National & Victoria	.63	B	.72	C	.63	B	.72	C
125. Placentia & Victoria	.79	C	.88	D	.79	C	.88	D

Table 3-11 2035 Constrained Highway Network Intersection LOS Summary (continued)

Intersection	2035 Current General Plan				2035 Proposed General Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
126. Pomona & Victoria	.70	B	.73	C	.71	C	.75	C
127. Harbor & Victoria	.75	C	.85	D	.76	C	.87	D
128. Newport SB & Victoria	.54	A	.71	C	.54	A	.74	C
129. Newport NB & 22nd	.80	C	.56	A	.81	D	.57	A
130. Harbor & Hamilton	.47	A	.66	B	.49	A	.69	B
131. Harbor & Bay	.44	A	.59	A	.45	A	.61	B
132. Newport SB & Bay	.38	A	.63	B	.39	A	.64	B
133. Newport NB & Bay	.53	A	.47	A	.54	A	.50	A
134. Placentia & 19th	.49	A	.61	B	.49	A	.61	B
135. Pomona & 19th	.60	A	.70	B	.60	A	.71	C
136. Meyer & 19th	.27	A	.36	A	.27	A	.37	A
137. Anaheim & 19th	.82	D	.81	D	.82	D	.83	D
138. Park & 19th	.56	A	.55	A	.56	A	.56	A
139. Harbor & 19th	.48	A	.76	C	.49	A	.77	C
140. Newport & 19th	.83	D	.75	C	.83	D	.76	C
141. Newport & Broadway	.74	C	.75	C	.74	C	.75	C
142. Newport & Harbor	.66	B	.82	D	.67	B	.83	D
143. Placentia & 18th	.59	A	.74	C	.59	A	.74	C
144. Newport & 18th/Rochester	.77	C	.89	D	.78	C	.89	D
145. Maple & Victoria	.68	B	.66	B	.69	B	.66	B
150. Placentia & 17th	.42	A	.65	B	.42	A	.65	B
151. Superior & 17th	.61	B	.73	C	.61	B	.73	C
152. Newport & 17th	.85	D	.88	D	.86	D	.89	D
153. Orange & 17th	.66	B	.77	C	.67	B	.77	C
154. Santa Ana & 17th	.64	B	.73	C	.65	B	.73	C
155. Tustin & 17th	.57	A	.71	C	.57	A	.71	C
156. Irvine & 17th	.52	A	.69	B	.52	A	.69	B
157. Newport & 16th	.63	B	.66	B	.63	B	.66	B
158. Placentia & 16th	.34	A	.48	A	.34	A	.48	A
159. Superior & 16th	.58	A	.59	A	.58	A	.59	A
160. Newport & Industrial	.53	A	.64	B	.54	A	.64	B

Abbreviations: ICU – Intersection Capacity Utilization
LOS – Level of Service
NB – Northbound
SB – Southbound

Table 3-12 2035 Buildout Highway Network Intersection LOS Summary

	2035 Current General Plan				2035 Proposed General Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Harbor & Scenic/Lake Center	.62	B	.66	B	.65	B	.68	B
2. Harbor & Sunflower	.58	A	.71	C	.60	A	.72	C
3. Susan & Sunflower	.47	A	.63	B	.48	A	.67	B
4. Fairview & Sunflower	.69	B	.66	B	.73	C	.70	B
5. Wimbledon & Sunflower	.35	A	.54	A	.38	A	.55	A
6. Fuchsia/Raitt & Sunflower	.36	A	.50	A	.37	A	.52	A
7. Bear & Sunflower	.43	A	.46	A	.44	A	.47	A
9. Bristol & Sunflower	.68	B	.88	D	.68	B	.88	D
11. Ave of the Arts & Sunflower	.43	A	.55	A	.45	A	.57	A
12. Sakioka & Sunflower	.37	A	.52	A	.37	A	.52	A
13. Anton & Sunflower	.43	A	.52	A	.43	A	.53	A
14. Harbor & Law Court	.65	B	.78	C	.65	B	.78	C
15. Bear & Crystal Court	.20	A	.56	A	.20	A	.57	A
16. Bristol & Town Center	.44	A	.54	A	.44	A	.54	A
17. Hyland & South Coast/I-405 NB On-Ramp	.24	A	.52	A	.26	A	.58	A
18. Harbor & South Coast	.56	A	.79	C	.57	A	.85	D
19. Susan & South Coast	.34	A	.63	B	.46	A	.67	B
20. Fairview & South Coast	.63	B	.74	C	.69	B	.79	C
24. Bear & South Coast	.27	A	.53	A	.27	A	.55	A
25. Bristol & Anton	.45	A	.83	D	.45	A	.83	D
27. Ave of the Arts & Anton	.48	A	.73	C	.48	A	.73	C
28. Sakioka & Anton	.40	A	.54	A	.40	A	.54	A
30. Hyland & MacArthur	.65	B	.86	D	.67	B	.88	D
36. Bear & Metro Point	.25	A	.51	A	.25	A	.52	A
38. Harbor & I-405 NB Ramps	.82	D	.82	D	.84	D	.83	D
39. Harbor & I-405 SB Ramps	.56	A	.69	B	.62	B	.71	C
40. Fairview & I-405 NB Ramps	.63	B	.70	B	.68	B	.71	C
41. Fairview & I-405 SB Ramps	.61	B	.67	B	.62	B	.69	B
42. Bristol & I-405 NB Ramps	.53	A	.84	D	.53	A	.84	D
43. Bristol & I-405 SB Ramps	.52	A	.68	B	.52	A	.68	B
44. Harbor & Gisler	.57	A	.76	C	.58	A	.77	C
45. Harbor & Date	.48	A	.57	A	.50	A	.59	A
46. Harbor & Nutmeg	.46	A	.65	B	.48	A	.66	B
47. Fairview & Paularino	.55	A	.54	A	.56	A	.55	A
48. Bear & Paularino	.41	A	.75	C	.41	A	.75	C
49. Bristol & Paularino	.54	A	.78	C	.54	A	.79	C
51. SR-55 SB Ramps & Paularino	.70	B	.62	B	.70	B	.62	B
52. SR-55 NB Ramps & Paularino	.78	C	.70	B	.78	C	.70	B
53. Redhill & Paularino	.56	A	.70	B	.56	A	.71	C
54. Bear & SR 73 NB Ramps	.34	A	.68	B	.34	A	.69	B
55. Bear & SR-73 SB Ramps	.39	A	.68	B	.40	A	.68	B
56. Harbor & Baker	.53	A	.79	C	.55	A	.80	C
57. College & Baker	.43	A	.67	B	.43	A	.67	B
58. Fairview & Baker	.83	D	.82	D	.84	D	.82	D

Table 3-12 2035 Buildout Highway Network Intersection LOS Summary (continued)

	2035 Current General Plan				2035 Proposed General Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
59. Coolidge & Baker	.55	A	.76	C	.55	A	.76	C
60. Mendoza & Baker	.60	A	.73	C	.60	A	.73	C
61. Babb & Baker	.67	B	.82	D	.67	B	.82	D
62. Milbro & Baker	.65	B	.61	B	.65	B	.61	B
63. Bear & Baker	.53	A	.69	B	.53	A	.69	B
64. Bristol & Baker	.69	B	.89	D	.69	B	.89	D
65. SR-55 SB Ramps & Baker	.68	B	.87	D	.68	B	.87	D
66. SR-55 NB Ramps & Baker	.58	A	.64	B	.58	A	.65	B
67. Red Hill & Baker	.46	A	.80	C	.46	A	.80	C
74. Royal Palm & Baker	.35	A	.65	B	.35	A	.66	B
76. Bristol & Bear	.40	A	.55	A	.40	A	.55	A
77. Bristol & Newport SB	.31	A	.63	B	.31	A	.64	B
78. Bristol & Newport NB	.37	A	.47	A	.38	A	.48	A
79. Bristol & Red Hill	.48	A	.51	A	.48	A	.51	A
80. Shantar & Adams	.55	A	.68	B	.56	A	.68	B
81. Placentia/Mesa Verde W & Adams	.85	D	.90	D	.86	D	.90	D
82. Mesa Verde E & Adams	.59	A	.63	B	.60	A	.63	B
83. Royal Palm & Adams	.56	A	.72	C	.57	A	.72	C
84. Harbor & Adams	.86	D	.81	D	.87	D	.82	D
85. Pinecreek & Adams	.71	C	.71	C	.72	C	.72	C
86. Fairview & Adams	.76	C	.71	C	.78	C	.72	C
88. Harbor & Mesa Verde	.48	A	.70	B	.51	A	.75	C
90. Fairview & Arlington	.35	A	.45	A	.35	A	.46	A
91. Harbor & Merrimac	.47	A	.64	B	.48	A	.65	B
92. Fairview & Merrimac	.34	A	.42	A	.35	A	.45	A
93. Newport SB & Mesa	.32	A	.61	B	.32	A	.61	B
94. Newport NB & Mesa	.36	A	.46	A	.38	A	.46	A
95. Harbor & Fair	.44	A	.58	A	.45	A	.60	A
97. Fairview & Fair	.56	A	.65	B	.56	A	.65	B
100. Newport SB & Fair	.40	A	.76	C	.40	A	.78	C
101. Newport NB & Del Mar	.80	C	.68	B	.81	D	.70	B
102. Newport SB & Vanguard	.30	A	.75	C	.30	A	.76	C
103. Newport NB & Santa Isabel	.57	A	.47	A	.58	A	.47	A
104. Harbor & Harbor Center	.52	A	.58	A	.53	A	.60	A
115. Placentia & Wilson	.57	A	.61	B	.57	A	.61	B
116. Harbor & Wilson	.62	B	.85	D	.64	B	.86	D
117. Fairview & Wilson	.54	A	.83	D	.55	A	.86	D
118. Newport SB & Wilson	.44	A	.74	C	.44	A	.74	C
119. Newport NB & Wilson	.54	A	.50	A	.55	A	.50	A
121. Valley & Victoria	.59	A	.75	C	.59	A	.75	C
122. Canyon & Victoria	.56	A	.72	C	.57	A	.72	C
123. American & Victoria	.59	A	.65	B	.59	A	.66	B
124. National & Victoria	.62	B	.70	B	.62	B	.70	B
125. Placentia & Victoria	.77	C	.87	D	.77	C	.88	D

Table 3-12 2035 Buildout Highway Network Intersection LOS Summary (continued)

	2035 Current General Plan				2035 Proposed General Plan			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
126. Pomona & Victoria	.61	B	.70	B	.61	B	.71	C
127. Harbor & Victoria	.72	C	.79	C	.73	C	.81	D
128. Newport SB & Victoria	.52	A	.68	B	.54	A	.72	C
129. Newport NB & 22nd	.75	C	.50	A	.76	C	.52	A
130. Harbor & Hamilton	.48	A	.67	B	.49	A	.70	B
131. Harbor & Bay	.35	A	.57	A	.36	A	.59	A
132. Newport SB & Bay	.33	A	.66	B	.34	A	.70	B
133. Newport NB & Bay	.45	A	.44	A	.46	A	.45	A
134. Placentia & 19th	.46	A	.58	A	.46	A	.58	A
135. Pomona & 19th	.54	A	.67	B	.54	A	.67	B
136. Meyer & 19th	.25	A	.34	A	.26	A	.34	A
137. Anaheim & 19th	.76	C	.74	C	.77	C	.74	C
138. Park & 19th	.47	A	.46	A	.47	A	.46	A
139. Harbor & 19th	.46	A	.72	C	.47	A	.73	C
140. Newport & 19th	.84	D	.69	B	.85	D	.70	B
141. Newport & Broadway	.75	C	.44	A	.76	C	.44	A
142. Newport & Harbor	.76	C	.62	B	.76	C	.63	B
143. Placentia & 18th	.54	A	.68	B	.54	A	.68	B
144. Newport & 18th/Rochester	.72	C	.69	B	.73	C	.70	B
145. Maple & Victoria	.64	B	.62	B	.65	B	.62	B
150. Placentia & 17th	.36	A	.63	B	.36	A	.63	B
151. Superior & 17th	.52	A	.62	B	.52	A	.62	B
152. Newport & 17th	.82	D	.79	C	.83	D	.78	C
153. Orange & 17th	.50	A	.68	B	.50	A	.68	B
154. Santa Ana & 17th	.48	A	.60	A	.48	A	.60	A
155. Tustin & 17th	.46	A	.56	A	.46	A	.56	A
156. Irvine & 17th	.49	A	.64	B	.49	A	.64	B
157. Newport & 16th	.65	B	.44	A	.66	B	.44	A
158. Placentia & 16th	.31	A	.43	A	.31	A	.43	A
159. Superior & 16th	.56	A	.56	A	.56	A	.56	A
160. Newport & Industrial	.61	B	.89	D	.61	B	.90	D

Abbreviations: ICU – Intersection Capacity Utilization
LOS – Level of Service
NB – Northbound
SB – Southbound

do not assume a West 19th Street crossing of the Santa Ana River, support the downgrade of West 19th Street west of Placentia Avenue from a primary arterial to a divided collector arterial on the Costa Mesa MPSH. The following table summarizes the ADT volumes and ADT V/C ratios on West 19th Street based on the long-range buildout highway network traffic forecasts presented earlier in this chapter:

Roadway	ADT Capacity	Current General Plan Land Use		Proposed General Plan Land Use	
		ADT	ADT V/C	ADT	ADT V/C
Primary Arterial Designation					
West 19th Street west of Placentia Avenue	38,000	13,000	.34	13,000	.34
Divided Collector Arterial Designation					
West 19th Street west of Placentia Avenue	22,000	13,000	.59	13,000	.59

As the table indicates, downgrading West 19th Street from a primary arterial to a divided collector arterial on the Costa Mesa MPSH would provide adequate capacity for the long-range traffic forecasts on West 19th Street. Because the forecasted long-range traffic volumes on West 19th Street are relatively low, the downgrade to a divided collector arterial classification would provide the opportunity to implement special design features such as protected bikeways along with the two existing travel lanes (one lane in each direction) while still providing adequate capacity for the future traffic demand on West 19th Street.

West 19th Street west of Placentia Avenue is currently designated as a primary arterial on the Orange County MPAH, and therefore the City of Costa Mesa would be required to initiate the process to downgrade this segment of West 19th Street to a divided collector arterial on the MPAH in association with downgrading the roadway on the Costa Mesa MPSH.

3.4.3 West 17th Street Downgrade

West 17th Street west of Placentia Avenue is currently constructed as a collector arterial with one travel lane in each direction and with on-street parking allowed, and in the current Costa Mesa MPSH it is designated as a four-lane secondary arterial roadway. The following table summarizes the ADT volumes and ADT V/C ratios on West 17th Street based on the long-range buildout highway network traffic forecasts presented earlier in this chapter:

Roadway	ADT Capacity	Current General Plan Land Use		Proposed General Plan Land Use	
		ADT	ADT V/C	ADT	ADT V/C
Secondary Arterial Designation					
West 17th Street west of Monrovia Avenue	25,000	9,000	.36	9,000	.36
West 17th Street west of Placentia Avenue	25,000	11,000	.44	11,000	.44
Divided Collector Arterial Designation					
West 17th Street west of Monrovia Avenue	22,000	9,000	.41	9,000	.41
West 17th Street west of Placentia Avenue	22,000	11,000	.50	11,000	.50

As the table indicates, downgrading West 17th Street from a secondary arterial to a divided collector arterial on the Costa Mesa MPSH would provide adequate capacity for the long-range traffic forecasts on West 17th Street.

West 17th Street west of Placentia Avenue is currently designated as a secondary arterial on the Orange County MPAH, and therefore the City of Costa Mesa would be required to initiate the process to downgrade this segment of West 17th Street to a divided collector arterial on the MPAH in association with downgrading the roadway on the Costa Mesa MPSH.

3.4.4 East 22nd Street Downgrade

East 22nd Street between northbound Newport Boulevard and Orange Avenue is currently constructed as a collector arterial with one travel lane in each direction, and in the current Costa Mesa MPSH it is designated as a four-lane secondary arterial roadway. The following table summarizes the ADT volumes and ADT V/C ratios on East 22nd Street based on the long-range buildout highway network traffic forecasts presented earlier in this chapter:

Roadway	ADT Capacity	Current General Plan Land Use		Proposed General Plan Land Use	
		ADT	ADT V/C	ADT	ADT V/C
Secondary Arterial Designation					
East 22nd Street east of Newport Boulevard	25,000	9,000	.36	10,000	.40
Collector Arterial Designation					
East 22nd Street east of Newport Boulevard	12,500	9,000	.72	10,000	.80

As the table indicates, downgrading East 22nd Street from a secondary arterial to a collector arterial on the Costa Mesa MPSH would provide adequate capacity for the long-range traffic forecasts on East 22nd Street. OCTA has downgraded this segment of East 22nd Street to a collector arterial on the Orange County MPAH. Therefore the downgrade of East 22nd Street between northbound Newport Boulevard and Orange Avenue to a collector arterial on the Costa Mesa MPSH would maintain consistency with the MPAH.

3.4.5 Baker Street Downgrade

Baker Street between Mesa Verde Drive and Royal Palm Drive is currently constructed as a collector arterial with one travel lane in each direction, and in the current Costa Mesa MPSH it is designated as a four-lane secondary arterial roadway. The following table summarizes the ADT volumes and ADT V/C ratios on Baker Street based on the long-range buildout highway network traffic forecasts presented earlier in this chapter:

Roadway	ADT Capacity	Current General Plan Land Use		Proposed General Plan Land Use	
		ADT	ADT V/C	ADT	ADT V/C
Secondary Arterial Designation					
Baker Street west of Royal Palm Drive	25,000	10,000	.40	10,000	.40
Collector Arterial Designation					
Baker Street west of Royal Palm Drive	12,500	10,000	.80	10,000	.80

As the table indicates, downgrading Baker Street from a secondary arterial to a collector arterial on the Costa Mesa MPSH would provide adequate capacity for the long-range traffic forecasts on Baker Street.

Baker Street between Mesa Verde Drive and Royal Palm Drive is currently designated as a secondary arterial on the Orange County MPAH, and therefore the City of Costa Mesa would be required to initiate the process to downgrade this segment of Baker Street to a collector arterial on the MPAH in association with downgrading the roadway on the Costa Mesa MPSH.

3.4.6 Bluff Road Deletion

Bluff Road between Victoria Street and West 19th Street is shown as a future six-lane major arterial on the Costa Mesa MPSH and the Orange County MPAH, and the alignment of the roadway would traverse the Talbert Nature Preserve, which is an Orange County Park that has been established for the open space area bordered by Victoria Street to the north, existing City of Costa Mesa and City of Newport Beach residential development to the east, the Costa Mesa city limits to the south and the Santa Ana River to the west. The long-range (2035) traffic forecasts analyzed earlier in this chapter do not include Bluff Road between Victoria Street and West 19th Street, and the results of the analysis indicate that the future traffic demand in Costa Mesa can be adequately served without this future roadway. Therefore this study can serve as the technical analysis to support the deletion of Bluff Road between Victoria Street and West 19th Street from the Costa Mesa MPSH. As mentioned, Bluff Road is currently designated as a major arterial on the Orange County MPAH, and therefore the City of Costa Mesa would be required to initiate the process to delete the segment of Bluff Road between Victoria Street and West 19th Street from the MPAH in association with deleting the roadway on the Costa Mesa MPSH.

Under the buildout highway network scenario, long-range (2035) traffic forecasts were developed for conditions both with and without Bluff Road. The segment of Bluff Road between Victoria Street and West 19th Street is forecast to carry 16,000 ADT in the long-range buildout scenario that includes Bluff Road. In the buildout scenario without Bluff Road, this volume of traffic can be accommodated by the network of adjacent roadways. Table 3-13 summarizes the ADT volumes and ADT V/C ratios for the roadways in southwest Costa Mesa that are affected by Bluff Road based on a comparison 2035 buildout traffic conditions with and without Bluff Road. As the table indicates, all of the Costa Mesa roadways in the vicinity of Bluff Road are forecast to provide adequate capacity with or without this segment of Bluff Road.

3.4.7 Fairview Road and Bristol Street Road Diets

It is envisioned by the City of Costa Mesa that the future roadway system in the City will include the implementation of “road diets” on various existing roadways. The road diet concept involves reducing the number of existing vehicle travel lanes on a roadway in order to accommodate multi-modal opportunities such as protected bikeways, pedestrian corridors and transit corridors. In this study, two roadway segments, Fairview Road between Fair Drive and Newport Boulevard and Bristol Street between Randolph Avenue and Red Hill Avenue, were evaluated for the potential implementation of road diets. Table 3-14 summarizes the long-range ADT volumes and ADT V/C ratios on Fairview Road and Bristol Street with the application of road diets. As the table indicates, the reduction of the existing travel lanes on these roadways would still provide adequate capacity for the long-range traffic volumes that are forecast on each of the two roadways.

Table 3-13 2035 Buildout Highway Network ADT Volumes and V/C Ratios with Bluff Road

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Without Bluff Road						
Placentia Ave s/o Victoria St	4P	38,000	30,000	.79	30,000	.79
Placentia Ave n/o West 19th St	4P	38,000	26,000	.68	26,000	.68
Placentia Ave s/o West 19th St	4P	38,000	25,000	.66	25,000	.66
Placentia Ave n/o West 17th St	4P	38,000	18,000	.47	18,000	.47
Placentia Ave n/o 16th St	4P	38,000	15,000	.39	15,000	.39
Victoria St w/o Pacific Ave	4P-A	45,000	34,000	.76	34,000	.76
Victoria St w/o National Ave	4P-A	45,000	31,000	.69	31,000	.69
Victoria St w/o Placentia Ave	4P-A	45,000	33,000	.73	33,000	.73
West 17th St w/o Placentia Ave	2C	12,500	11,000	.88	11,000	.88
West 19th St w/o Placentia Ave	4S	25,000	13,000	.52	13,000	.52
With Bluff Road						
Placentia Ave s/o Victoria St	4P	38,000	22,000	.58	22,000	.58
Placentia Ave n/o West 19th St	4P	38,000	19,000	.50	19,000	.50
Placentia Ave s/o West 19th St	4P	38,000	21,000	.55	21,000	.55
Placentia Ave n/o West 17th St	4P	38,000	15,000	.39	15,000	.39
Placentia Ave n/o 16th St	4P	38,000	14,000	.37	14,000	.37
Victoria St w/o Bluff Rd	4P-A	45,000	42,000	.93	42,000	.93
Victoria St w/o Pacific Ave	4P-A	45,000	27,000	.60	27,000	.60
Victoria St w/o National Ave	4P-A	45,000	26,000	.58	26,000	.58
Victoria St w/o Placentia Ave	4P-A	45,000	29,000	.64	29,000	.64
West 17th St e/o Bluff Rd	2C	12,500	6,000	.48	6,000	.48
West 17th St w/o Placentia Ave	2C	12,500	12,000	.96	12,000	.96
West 19th St e/o Bluff Rd	4S	25,000	9,000	.36	9,000	.36
West 19th St w/o Placentia Ave	4S	25,000	15,000	.60	15,000	.60

Abbreviations: ADT – Average Daily Traffic
V/C – Volume/Capacity Ratio

Roadway Types: P – Primary Arterial (Standard) P-A – Primary Arterial (Augmented)
S – Secondary Arterial (Standard) C – Collector Arterial

Table 3-14 2035 Buildout Highway Network ADT Volumes and V/C Ratios with Road Diets

Roadway	Lanes and Roadway Type	ADT Capacity	Current General Plan		Proposed General Plan	
			ADT	ADT V/C	ADT	ADT V/C
Bristol Street						
Without Road Diet						
Randolph Avenue to Bear Street	6M	56,000	30,000	.54	30,000	.54
Bear Street to Newport Boulevard	6M	56,000	35,000	.63	35,000	.63
East of Newport Boulevard	6M	56,000	32,000	.57	32,000	.57
West of Red Hill Avenue	6M	56,000	30,000	.54	30,000	.54
With Road Diet						
Randolph Avenue to Bear Street	4M-A	45,000	30,000	.67	30,000	.67
Bear Street to Newport Boulevard	4M-A	45,000	35,000	.78	35,000	.78
East of Newport Boulevard	4M-A	45,000	32,000	.71	32,000	.71
West of Red Hill Avenue	4M-A	45,000	30,000	.67	30,000	.67
Fairview Road						
Without Road Diet						
Fair Drive to Wilson Street	6M-A	68,000	18,000	.26	19,000	.28
Wilson Street to Newport Boulevard	4P-A	45,000	17,000	.38	18,000	.40
With Road Diet						
Fair Drive to Wilson Street	4M-A	45,000	18,000	.40	19,000	.42
Wilson Street to Newport Boulevard	2P-A	22,500	17,000	.76	18,000	.80

Abbreviations: ADT – Average Daily Traffic
V/C – Volume/Capacity Ratio

Roadway Types: M – Major Arterial (Standard) M-A – Major Arterial (Augmented)
P – Primary Arterial (Standard) P-A – Primary Arterial (Augmented)

4.0 Summary and Conclusions

The analysis presented in this report recognizes the interdependency between land use and circulation, and the City of Costa Mesa roadway system was analyzed in that context. Vehicle traffic generation estimates were calculated based on buildout of the City's current General Plan land use plan and the proposed General Plan land use plan that is under consideration. The study analyzed long-range (year 2035) current and proposed General Plan vehicle traffic volumes and operating levels of service on the City's roadway system based on two circulation system scenarios, a constrained highway network scenario that only assumes improvements that are committed (i.e., approved and funded) to be implemented within the City of Costa Mesa and the surrounding vicinity, and a buildout highway network scenario that assumes buildout of the City's Master Plan of Streets and Highways (MPSH). The results of the analysis indicate that the Costa Mesa MPSH and its associated future roadway and intersection improvements described in Tables 3-7 and 3-8 earlier in this report will adequately accommodate the proposed General Plan land use plan.

An evaluation of the implementation of "road diets" on various existing roadways in the City of Costa Mesa was also conducted as part of the traffic study. The road diet concept involves reducing the number of existing vehicle travel lanes on a roadway in order to accommodate multi-modal opportunities such as protected bikeways, pedestrian corridors and transit corridors. Two roadway segments, Fairview Road between Fair Drive and Newport Boulevard and Bristol Street between Randolph Avenue and Red Hill Avenue, were evaluated for the potential implementation of road diets, and the results of the analysis indicate that the reduction of the existing travel lanes on these roadways would still provide adequate capacity for the long-range traffic volumes that are forecast on each of the two roadways.

The analysis also evaluated potential downgrades and deletions of various roadways on the Costa Mesa MPSH. The roadways that were evaluated are discussed individually below.

West 19th Street/Santa Ana River Crossing Deletion

Several studies have been conducted by the Cities of Costa Mesa, Newport Beach, Fountain Valley and Huntington Beach and the Orange County Transportation Authority (OCTA) to analyze the deletion of two unbuilt roadway crossings of the Santa Ana River. The main study, titled the Santa Ana River Crossings Study (SARX), provided the technical analysis to support the OCTA's amendment to the Orange County Master Plan of Arterial Highways (MPAH) to downgrade the Gisler Avenue/Garfield Avenue crossing to a "Right-of-Way Reserve" status and delete the West 19th Street crossing from the MPAH. To maintain consistency with the amended MPAH, the Cities of Costa Mesa, Fountain Valley, and Huntington Beach have subsequently changed the designation of the Gisler Avenue/Garfield Avenue crossing to "Right-of-Way Reserve" status in their respective General Plan Circulation Element roadway systems. The City of Huntington Beach has subsequently deleted the West 19th Street crossing from their General

Plan circulation system through their General Plan Update process. With this deletion, there is no possible connection for a vehicular bridge from Costa Mesa towards Huntington Beach.

The results of the long-range (2035) traffic analysis in this report indicate that the future traffic demand in Costa Mesa can be adequately served without the West 19th Street crossing. Therefore this study can serve as the technical analysis to support the deletion of the West 19th Street crossing of the Santa Ana River from the Costa Mesa MPSH.

West 19th Street Downgrade

In the current Costa Mesa MPSH, West 19th Street west of Placentia Avenue is designated as a primary arterial, and the results of this analysis support the downgrade of this roadway to a divided collector arterial. West 19th Street west of Placentia Avenue is currently designated as a primary arterial on the Orange County Master Plan of Arterial Highways (MPAH), and therefore the City of Costa Mesa would be required to initiate the process to downgrade this roadway to a divided collector arterial on the MPAH in association with downgrading the roadway on the Costa Mesa MPSH.

West 17th Street Downgrade

In the current Costa Mesa MPSH, West 17th Street west of Placentia Avenue is designated as a secondary arterial, and the results of this analysis support the downgrade of this roadway to a divided collector arterial. West 17th Street west of Placentia Avenue is currently designated as a secondary arterial on the Orange County MPAH, and therefore the City of Costa Mesa would be required to initiate the process to downgrade this roadway to a divided collector arterial on the MPAH in association with downgrading the roadway on the Costa Mesa MPSH.

East 22nd Street Downgrade

In the current Costa Mesa MPSH, East 22nd Street between northbound Newport Boulevard and Orange Avenue is designated as a secondary arterial, and the results of this analysis support the downgrade of this roadway to a collector arterial. The Orange County Transportation Authority (OCTA) has downgraded this segment of East 22nd Street to a collector arterial on the Orange County MPAH. Therefore the downgrade of this roadway to a collector arterial on the Costa Mesa MPSH would maintain consistency with the MPAH.

Baker Street Downgrade

In the current Costa Mesa MPSH, Baker Street between Mesa Verde Drive and Royal Palm Drive is designated as a secondary arterial, and the results of this analysis support the downgrade of this roadway to a collector arterial. This segment of Baker Street is currently designated as a secondary arterial on the Orange County MPAH, and therefore the City of Costa Mesa would be required to initiate the process to downgrade this roadway to a collector arterial on the MPAH in association with downgrading the roadway on the Costa Mesa MPSH.

Bluff Road Deletion

In the current Costa Mesa MPSH, Bluff Road between Victoria Street and West 19th Street is designated as a major arterial, and the results of this analysis support the deletion of this roadway from the Costa Mesa MPSH. This segment of Bluff Road is currently designated as a major arterial on the Orange County MPAH, and therefore the City of Costa Mesa would be required to initiate the process to delete this roadway from the MPAH in association with deleting the roadway from the Costa Mesa MPSH.

Appendix A Intersection Capacity Utilization (ICU) Worksheets

This appendix summarizes information pertaining to the intersection analysis portion of the traffic study for the Costa Mesa General Plan Update. An intersection location reference map is provided in Figure A-1 followed by AM and PM peak hour intersection capacity utilization (ICU) worksheets for the existing and future traffic analysis scenarios analyzed in 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 1700 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	RTOG = V/C (NBT)
Otherwise,	RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

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

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

3. Right-Turn Overlap Adjustment

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

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

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

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

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

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

Shared Lane V/C Methodology

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

Example for Shared Left/Through Lane

1. Average Lane Volume (ALV)

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

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:

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

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

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

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

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

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

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

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

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

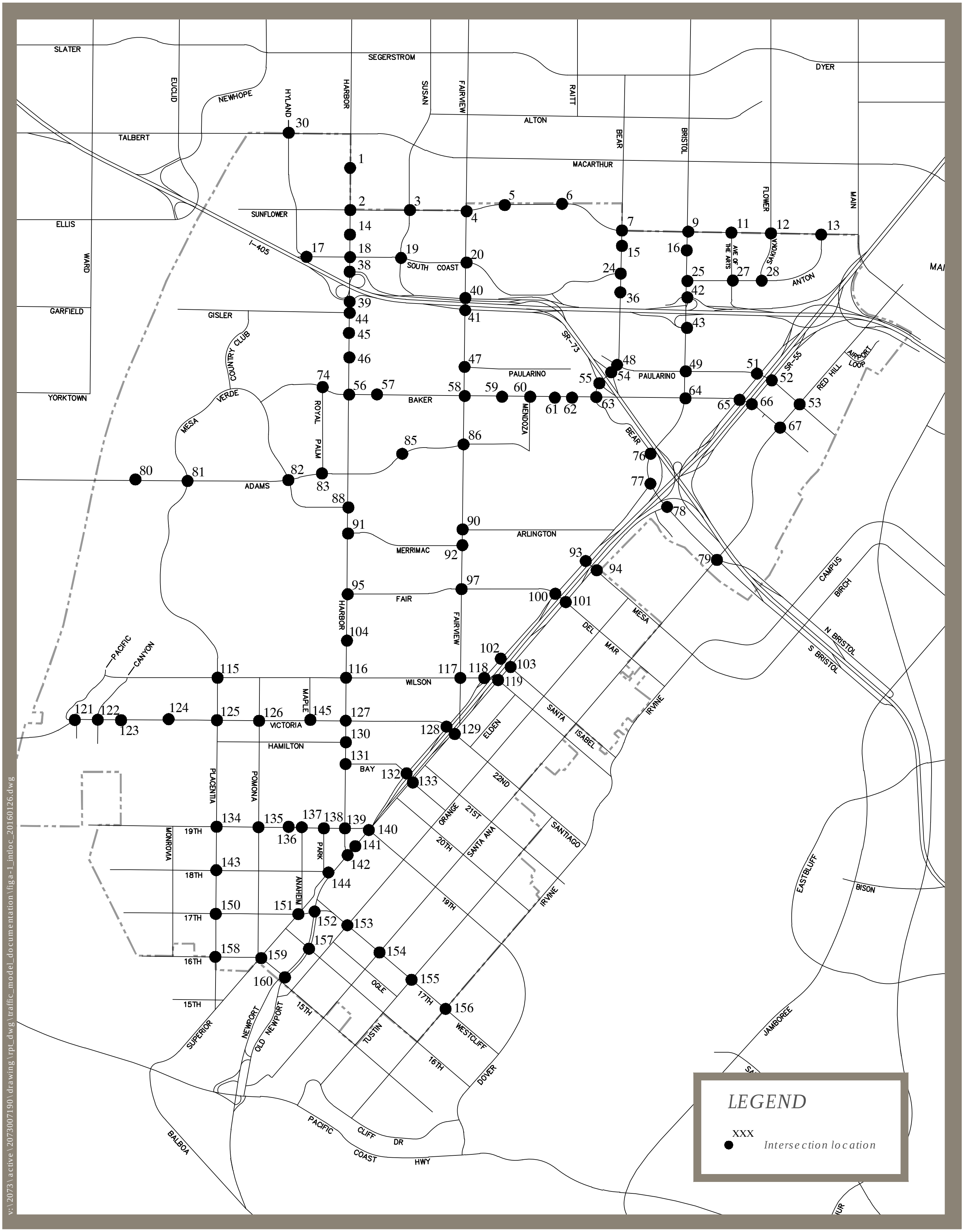

Figure A-1

Intersection Location Map

1. Harbor & Scenic/Lake Center

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	30	.02
NBT	3	5100	950	.19	2120	.42*
NBR	0	0	40		30	
SBL	1	1700	40	.02	20	.01*
SBT	3	5100	2220	.45*	1490	.30
SBR	0	0	80		20	
EBL	1	1700	10	.01*	60	.04*
EBT	1	1700	10	.01	50	.03
EBR	1	1700	20	.01	80	.05
WBL	1	1700	20	.01	60	.04
WBT	1	1700	20	.02*	70	.08*
WBR	0	0	10		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	30	.02
NBT	3	5100	990	.20	2260	.46*
NBR	0	0	40		70	
SBL	1	1700	90	.05	20	.01*
SBT	3	5100	2430	.50*	1610	.32
SBR	0	0	110		20	
EBL	1	1700	10	.01*	90	.05*
EBT	1	1700	20	.01	50	.03
EBR	1	1700	20	.01	130	.08
WBL	1	1700	20	.01	60	.04
WBT	1	1700	30	.02*	100	.10*
WBR	0	0	10		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.67**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	30	.02
NBT	3	5100	1020	.21	2370	.48*
NBR	0	0	40		70	
SBL	1	1700	90	.05	20	.01*
SBT	3	5100	2560	.52*	1640	.33
SBR	0	0	110		20	
EBL	1	1700	10	.01*	90	.05*
EBT	1	1700	20	.01	50	.03
EBR	1	1700	20	.01	130	.08
WBL	1	1700	20	.01	60	.04
WBT	1	1700	30	.02*	100	.10*
WBR	0	0	10		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.69**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	30	.02
NBT	3	5100	970	.20	2240	.45*
NBR	0	0	40		60	
SBL	1	1700	100	.06	20	.01*
SBT	3	5100	2440	.50*	1600	.32
SBR	0	0	110		20	
EBL	1	1700	10	.01*	90	.05*
EBT	1	1700	20	.01	50	.03
EBR	1	1700	20	.01	140	.08
WBL	1	1700	20	.01	60	.04
WBT	1	1700	30	.02*	100	.10*
WBR	0	0	10		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.66**

1. Harbor & Scenic/Lake Center

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	30	.02
NBT	3	5100	1000	.20	2340	.47*
NBR	0	0	40		60	
SBL	1	1700	100	.06	20	.01*
SBT	3	5100	2570	.53*	1630	.32
SBR	0	0	110		20	
EBL	1	1700	10	.01*	90	.05*
EBT	1	1700	20	.01	50	.03
EBR	1	1700	20	.01	140	.08
WBL	1	1700	20	.01	60	.04
WBT	1	1700	30	.02*	100	.10*
WBR	0	0	10		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.68**

2. Harbor & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07*	70	.02
NBT	3	5100	1120	.22	1830	.36*
NBR	1	1700	130	.08	130	.08
SBL	2	3400	150	.04	100	.03*
SBT	3	5100	1560	.31*	1400	.27
SBR	1	1700	40	.02	30	.02
EBL	1	1700	10	.01	50	.03
EBT	2	3400	50	.03*	120	.07*
EBR	0	0	40		160	.09
WBL	1.5		70	{.04}*	230	{.14}*
WBT	1.5	5100	120	.05	340	.15
WBR	0		50		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.65**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11*	80	.02
NBT	3	5100	1220	.24	2070	.41*
NBR	1	1700	240	.14	180	.11
SBL	2	3400	170	.05	140	.04*
SBT	3	5100	1660	.33*	1690	.33
SBR	1	1700	90	.05	30	.02
EBL	1	1700	10	.01	40	.02*
EBT	2	3400	180	.05*	170	.05
EBR	1	1700	40	.02	240	.14
WBL	1.5		120	{.05}*	200	.12
WBT	1.5	5100	140	.05	640	.19*
WBR	1	1700	60	.04	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.71**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11*	80	.02
NBT	3	5100	1230	.24	2080	.41*
NBR	1	1700	240	.14	180	.11
SBL	2	3400	240	.07	160	.05*
SBT	3	5100	1720	.34*	1710	.34
SBR	1	1700	90	.05	30	.02
EBL	1	1700	10	.01	40	.02*
EBT	2	3400	200	.06*	170	.05
EBR	1	1700	40	.02	240	.14
WBL	1.5		120	{.05}*	200	.12
WBT	1.5	5100	140	.05	650	.19*
WBR	1	1700	80	.05	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.72**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	350	.10*	100	.03
NBT	3	5100	1220	.24	2020	.40*
NBR	1	1700	240	.14	170	.10
SBL	2	3400	170	.05	140	.04*
SBT	3	5100	1660	.33*	1680	.33
SBR	1	1700	90	.05	30	.02
EBL	1	1700	10	.01	50	.03*
EBT	2	3400	170	.05*	170	.05
EBR	1	1700	50	.03	230	.14
WBL	1.5		120	{.05}*	210	.12
WBT	1.5	5100	130	.05	630	.19*
WBR	1	1700	60	.04	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.71**

2. Harbor & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	350	.10*	100	.03
NBT	3	5100	1230	.24	2030	.40*
NBR	1	1700	240	.14	170	.10
SBL	2	3400	240	.07	160	.05*
SBT	3	5100	1720	.34*	1700	.33
SBR	1	1700	90	.05	30	.02
EBL	1	1700	10	.01	50	.03*
EBT	2	3400	190	.06*	170	.05
EBR	1	1700	50	.03	230	.14
WBL	1.5		120	{.05}*	210	.12
WBT	1.5	5100	130	.05	650	.19*
WBR	1	1700	80	.05	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.72**

3. Susan & Sunflower

Existing

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	120	.07	80	.05
NBT	1	1700	250	.15*	410	.24*
NBR	1	1700	20	.01	70	.04
SBL	1	1700	70	.04*	90	.05*
SBT	1	1700	70	.06	170	.14
SBR	0	0	30		70	
EBL	1	1700	40	.02*	50	.03*
EBT	2	3400	200	.06	350	.10
EBR	1	1700	50	.03	30	.02
WBL	1	1700	40	.02	40	.02
WBT	2	3400	220	.09*	580	.21*
WBR	0	0	100		150	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.58**

2035 Current General Plan (Constrained Network)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	80	.05	140	.08
NBT	1	1700	240	.14*	390	.23*
NBR	1	1700	20	.01	140	.08
SBL	1	1700	170	.10*	70	.04*
SBT	1	1700	70	.05	180	.15
SBR	0	0	10		80	
EBL	1	1700	70	.04*	50	.03*
EBT	2	3400	300	.09	470	.14
EBR	1	1700	120	.07	40	.02
WBL	1	1700	30	.02	40	.02
WBT	2	3400	340	.13*	680	.26*
WBR	0	0	90		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.61**

2035 Proposed General Plan (Constrained Network)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	80	.05	150	.09
NBT	1	1700	250	.15*	430	.25*
NBR	1	1700	20	.01	140	.08
SBL	1	1700	170	.10*	70	.04*
SBT	1	1700	70	.05	180	.16
SBR	0	0	20		90	
EBL	1	1700	80	.05*	60	.04*
EBT	2	3400	330	.10	580	.17
EBR	1	1700	120	.07	50	.03
WBL	1	1700	30	.02	40	.02
WBT	2	3400	400	.14*	700	.26*
WBR	0	0	90		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.64**

2035 Current General Plan (Buildout Network)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	70	.04	140	.08
NBT	1	1700	230	.14*	430	.25*
NBR	1	1700	20	.01	140	.08
SBL	1	1700	180	.11*	70	.04*
SBT	1	1700	70	.05	180	.15
SBR	0	0	10		80	
EBL	1	1700	60	.04*	50	.03*
EBT	2	3400	310	.09	470	.14
EBR	1	1700	120	.07	40	.02
WBL	1	1700	30	.02	40	.02
WBT	2	3400	330	.13*	700	.26*
WBR	0	0	100		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.63**

3. Susan & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04	150	.09
NBT	1	1700	240	.14*	470	.28*
NBR	1	1700	20	.01	140	.08
SBL	1	1700	180	.11*	70	.04*
SBT	1	1700	70	.05	180	.16
SBR	0	0	20		90	
EBL	1	1700	70	.04*	50	.03*
EBT	2	3400	340	.10	580	.17
EBR	1	1700	120	.07	50	.03
WBL	1	1700	30	.02	40	.02
WBT	2	3400	390	.14*	720	.27*
WBR	0	0	100		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.67**

4. Fairview & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07*	200	.06
NBT	3	5100	1050	.21	1460	.29*
NBR	1	1700	110	.06	250	.15
SBL	2	3400	120	.04	140	.04*
SBT	3	5100	1590	.32*	1180	.25
SBR	0	0	60		80	
EBL	2	3400	30	.01	310	.09
EBT	2	3400	190	.08*	370	.15*
EBR	0	0	70		150	
WBL	2	3400	310	.09*	170	.05*
WBT	2	3400	320	.09	240	.07
WBR	1	1700	140	.08	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.58**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	190	.06
NBT	3	5100	1140	.22	1700	.33*
NBR	1	1700	110	.06	300	.18
SBL	2	3400	220	.06	150	.04*
SBT	3	5100	1740	.36*	1290	.27
SBR	0	0	80		100	
EBL	2	3400	60	.02	420	.12
EBT	2	3400	310	.13*	490	.19*
EBR	0	0	120		140	
WBL	2	3400	350	.10*	190	.06*
WBT	2	3400	470	.14	310	.09
WBR	1	1700	140	.08	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.67**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	190	.06
NBT	3	5100	1160	.23	1750	.34*
NBR	1	1700	120	.07	310	.18
SBL	2	3400	220	.06	150	.04*
SBT	3	5100	1790	.37*	1300	.27
SBR	0	0	100		100	
EBL	2	3400	70	.02	460	.14
EBT	2	3400	330	.14*	560	.21*
EBR	0	0	130		140	
WBL	2	3400	370	.11*	200	.06*
WBT	2	3400	510	.15	320	.09
WBR	1	1700	140	.08	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.70**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	190	.06
NBT	3	5100	1150	.23	1670	.33*
NBR	1	1700	110	.06	290	.17
SBL	2	3400	210	.06	150	.04*
SBT	3	5100	1740	.35*	1290	.27
SBR	0	0	70		110	
EBL	2	3400	70	.02	410	.12
EBT	2	3400	310	.13*	490	.19*
EBR	0	0	140		140	
WBL	2	3400	340	.10*	180	.05*
WBT	2	3400	470	.14	310	.09
WBR	1	1700	140	.08	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.66**

4. Fairview & Sunflower

2035 Proposed General Plan (Buildout Network)						
			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	210	.06*	190	.06
NBT	3	5100	1170	.23	1720	.34*
NBR	1	1700	120	.07	300	.18
SBL	2	3400	210	.06	150	.04*
SBT	3	5100	1790	.37*	1300	.28
SBR	0	0	100		110	
EBL	2	3400	80	.02	450	.13
EBT	2	3400	330	.14*	560	.21*
EBR	0	0	150		140	
WBL	2	3400	360	.11*	190	.06*
WBT	2	3400	510	.15	320	.09
WBR	1	1700	140	.08	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.70**

5. Wimbledon & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1700	10	.01	10	.01
SBL	1	1700	110	.06*	100	.06*
SBT	0	0	0		0	
SBR	1	1700	220	.13	110	.06
EBL	1	1700	20	.01	100	.06*
EBT	2	3400	360	.11*	500	.15
EBR	0	0	10		20	
WBL	0	0	0		0	
WBT	2	3400	280	.09	870	.30*
WBR	0	0	40		160	
Right Turn Adjustment			Multi	.06*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.28**		**.47**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1700	10	.01	10	.01
SBL	1	1700	160	.09*	90	.05*
SBT	0	0	0		0	
SBR	1	1700	270	.16	110	.06
EBL	1	1700	20	.01	100	.06*
EBT	2	3400	580	.17*	660	.20
EBR	0	0	10		20	
WBL	0	0	0		0	
WBT	2	3400	400	.13	1050	.38*
WBR	0	0	50		250	
Right Turn Adjustment			Multi	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.54**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1700	10	.01	10	.01
SBL	1	1700	160	.09*	90	.05*
SBT	0	0	0		0	
SBR	1	1700	280	.16	110	.06
EBL	1	1700	20	.01	110	.06*
EBT	2	3400	610	.18*	720	.22
EBR	0	0	10		20	
WBL	0	0	0		0	
WBT	2	3400	440	.14	1070	.39*
WBR	0	0	50		250	
Right Turn Adjustment			Multi	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.55**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1700	10	.01	10	.01
SBL	1	1700	180	.11*	90	.05*
SBT	0	0	0		0	
SBR	1	1700	260	.15	110	.06
EBL	1	1700	20	.01	100	.06*
EBT	2	3400	570	.17*	660	.20
EBR	0	0	10		20	
WBL	0	0	0		0	
WBT	2	3400	400	.13	1050	.38*
WBR	0	0	50		240	
Right Turn Adjustment			Multi	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.54**

5. Wimbledon & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1700	10	.01	10	.01
SBL	1	1700	180	.11*	90	.05*
SBT	0	0	0		0	
SBR	1	1700	270	.16	110	.06
EBL	1	1700	20	.01	110	.06*
EBT	2	3400	590	.18*	720	.22
EBR	0	0	10		20	
WBL	0	0	0		0	
WBT	2	3400	450	.15	1070	.39*
WBR	0	0	50		240	
Right Turn Adjustment			Multi	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.55**

6. Fuchsia/Raitt & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	20	.01
NBT	1	1700	10	.02*	20	.02*
NBR	0	0	30		20	
SBL	1	1700	50	.03*	20	.01*
SBT	1	1700	10	.01	20	.01
SBR	1	1700	40	.02	30	.02
EBL	1	1700	20	.01	30	.02*
EBT	2	3400	480	.14*	460	.14
EBR	0	0	10		20	
WBL	1	1700	10	.01*	40	.02
WBT	2	3400	220	.07	1070	.33*
WBR	0	0	10		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.25**		**.43**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	20	.01*
NBT	1	1700	10	.03*	20	.02
NBR	0	0	40		20	
SBL	1	1700	70	.04*	20	.01
SBT	1	1700	20	.01	30	.02*
SBR	1	1700	40	.02	30	.02
EBL	1	1700	20	.01	40	.02*
EBT	2	3400	780	.23*	590	.18
EBR	0	0	10		10	
WBL	1	1700	10	.01*	40	.02
WBT	2	3400	330	.10	1330	.41*
WBR	0	0	20		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.51**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	20	.01*
NBT	1	1700	10	.03*	20	.02
NBR	0	0	40		20	
SBL	1	1700	70	.04*	20	.01
SBT	1	1700	20	.01	30	.02*
SBR	1	1700	40	.02	30	.02
EBL	1	1700	20	.01	50	.03*
EBT	2	3400	800	.24*	640	.19
EBR	0	0	10		10	
WBL	1	1700	10	.01*	40	.02
WBT	2	3400	370	.11	1350	.41*
WBR	0	0	20		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.52**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	20	.01*
NBT	1	1700	10	.02*	20	.02
NBR	0	0	30		20	
SBL	1	1700	80	.05*	20	.01
SBT	1	1700	20	.01	30	.02*
SBR	1	1700	40	.02	30	.02
EBL	1	1700	20	.01	40	.02*
EBT	2	3400	780	.23*	590	.18
EBR	0	0	10		20	
WBL	1	1700	10	.01*	40	.02
WBT	2	3400	330	.10	1320	.40*
WBR	0	0	20		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.50**

6. Fuchsia/Raitt & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	20	.01*
NBT	1	1700	10	.02*	20	.02
NBR	0	0	30		20	
SBL	1	1700	80	.05*	20	.01
SBT	1	1700	20	.01	30	.02*
SBR	1	1700	40	.02	30	.02
EBL	1	1700	20	.01	50	.03*
EBT	2	3400	800	.24*	640	.19
EBR	0	0	10		20	
WBL	1	1700	10	.01*	40	.02
WBT	2	3400	370	.11	1340	.41*
WBR	0	0	20		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.52**

7. Bear & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04*	210	.06
NBT	2	3400	180	.05	520	.15*
NBR	f		30		150	
SBL	2	3400	140	.04	50	.01*
SBT	3	5100	460	.11*	280	.07
SBR	0	0	100		60	
EBL	2	3400	20	.01	60	.02
EBT	3	5100	460	.12*	530	.15*
EBR	0	0	160		260	
WBL	2	3400	140	.04*	40	.01*
WBT	3	5100	340	.07	180	.04
WBR	0	0	30		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.37**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	140	.04*	240	.07
NBT	2	3400	240	.07	620	.18*
NBR	f		30		200	
SBL	2	3400	190	.06	50	.01*
SBT	3	5100	470	.12*	350	.09
SBR	0	0	140		90	
EBL	2	3400	20	.01	80	.02
EBT	3	5100	730	.18*	630	.19*
EBR	0	0	170		320	.19
WBL	2	3400	130	.04*	50	.01*
WBT	3	5100	510	.11	250	.05
WBR	0	0	30		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.44**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	140	.04*	240	.07
NBT	2	3400	240	.07	630	.19*
NBR	f		30		240	
SBL	2	3400	190	.06	50	.01*
SBT	3	5100	470	.12*	350	.09
SBR	0	0	160		90	
EBL	2	3400	20	.01	80	.02
EBT	3	5100	750	.18*	670	.20*
EBR	0	0	170		330	
WBL	2	3400	130	.04*	50	.01*
WBT	3	5100	530	.11	260	.06
WBR	0	0	30		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.46**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	150	.04*	260	.08
NBT	2	3400	250	.07	670	.20*
NBR	f		30		220	
SBL	2	3400	180	.05	50	.01*
SBT	3	5100	480	.12*	380	.09
SBR	0	0	140		70	
EBL	2	3400	20	.01	60	.02
EBT	3	5100	730	.18*	630	.19*
EBR	0	0	180		330	.19
WBL	2	3400	140	.04*	50	.01*
WBT	3	5100	500	.10	240	.05
WBR	0	0	30		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.46**

7. Bear & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	150	.04*	260	.08
NBT	2	3400	250	.07	680	.20*
NBR	f		30		260	
SBL	2	3400	180	.05	50	.01*
SBT	3	5100	480	.13*	380	.09
SBR	0	0	160		70	
EBL	2	3400	20	.01	60	.02
EBT	3	5100	750	.18*	670	.20*
EBR	0	0	180		340	.20
WBL	2	3400	140	.04*	50	.01*
WBT	3	5100	520	.11	250	.05
WBR	0	0	30		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.47**

9. Bristol & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03*	600	.18
NBT	2.5	6800	590	.12	1750	.34*
NBR	1.5		140	.08	270	.16
SBL	2	3400	290	.09	240	.07*
SBT	3	5100	1380	.27*	1090	.21
SBR	1	1700	90	.05	250	.15
EBL	2	3400	140	.04	330	.10*
EBT	2.5	6800	720	.15*	510	{.10}
EBR	1.5		330		360	{.06}
WBL	2	3400	270	.08*	340	.10
WBT	3	5100	360	.07	1010	.20*
WBR	1	1700	100	.06	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.76**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	70	.01*	740	.15
NBT	2.5	6800	830	.16	2160	.42*
NBR	1.5		130	.08	290	.17
SBL	2	3400	460	.14	250	.07*
SBT	3	5100	1540	.30*	1290	.25
SBR	1	1700	100	.06	310	.18
EBL	2	3400	150	.04	300	.09*
EBT	2.5	6800	1230	.25*	650	{.13}
EBR	1.5		470		480	{.10}
WBL	2	3400	260	.08*	400	.12
WBT	3	5100	600	.12	1250	.25*
WBR	1	1700	100	.06	530	.31
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.89**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	70	.01*	750	.15
NBT	2.5	6800	830	.16	2160	.42*
NBR	1.5		130	.08	290	.17
SBL	2	3400	460	.14	250	.07*
SBT	3	5100	1540	.30*	1300	.25
SBR	1	1700	100	.06	310	.18
EBL	2	3400	150	.04	300	.09*
EBT	2.5	6800	1240	.25*	710	{.14}
EBR	1.5		470		490	{.11}
WBL	2	3400	260	.08*	400	.12
WBT	3	5100	620	.12	1260	.25*
WBR	1	1700	100	.06	530	.31
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.89**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	70	.01*	730	.14
NBT	2.5	6800	800	.16	2080	.41*
NBR	1.5		130	.08	290	.17
SBL	2	3400	480	.14	250	.07*
SBT	3	5100	1540	.30*	1250	.25
SBR	1	1700	100	.06	320	.19
EBL	2	3400	170	.05	320	.09*
EBT	2.5	6800	1180	.24*	650	{.13}
EBR	1.5		460		470	{.10}
WBL	2	3400	260	.08*	410	.12
WBT	3	5100	580	.11	1220	.24*
WBR	1	1700	100	.06	530	.31
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.88**

9. Bristol & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	70	.01*	740	.15
NBT	2.5	6800	810	.16	2080	.41*
NBR	1.5		130	.08	290	.17
SBL	2	3400	480	.14	250	.07*
SBT	3	5100	1540	.30*	1260	.25
SBR	1	1700	100	.06	320	.19
EBL	2	3400	170	.05	320	.09*
EBT	2.5	6800	1190	.24*	710	{.14}
EBR	1.5		460		480	{.11}
WBL	2	3400	260	.08*	410	.12
WBT	3	5100	600	.12	1230	.24*
WBR	1	1700	100	.06	530	.31
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.88**

11. Av of the Arts & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	100	.03*	460	.14*
NBT	0	0	0		0	
NBR	1	1700	80	.05	100	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	590	.13*	880	.19*
EBR	0	0	90		100	
WBL	1	1700	160	.09*	60	.04*
WBT	3	5100	350	.07	1090	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.30**		**.42**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	680	.20*
NBT	0	0	0		0	
NBR	1	1700	110	.06	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	810	.22*	1210	.26*
EBR	0	0	290		140	
WBL	1	1700	200	.12*	60	.04*
WBT	3	5100	570	.11	1320	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.55**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	680	.20*
NBT	0	0	0		0	
NBR	1	1700	110	.06	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	820	.22*	1260	.28*
EBR	0	0	290		150	
WBL	1	1700	200	.12*	60	.04*
WBT	3	5100	580	.11	1320	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.57**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	690	.20*
NBT	0	0	0		0	
NBR	1	1700	120	.07	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	790	.21*	1210	.26*
EBR	0	0	300		140	
WBL	1	1700	200	.12*	60	.04*
WBT	3	5100	560	.11	1320	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.55**

11. Av of the Arts & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	690	.20*
NBT	0	0	0		0	
NBR	1	1700	120	.07	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	800	.22*	1260	.28*
EBR	0	0	300		150	
WBL	1	1700	200	.12*	60	.04*
WBT	3	5100	570	.11	1320	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.57**

12. Sakioka & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	70	.04*
NBT	2	3400	50	.01	270	.08
NBR	1	1700	90	.05	50	.03
SBL	1	1700	80	.05	40	.02
SBT	2	3400	100	.06*	110	.06*
SBR	0	0	110	.06	150	.09
EBL	2	3400	60	.02	200	.06*
EBT	3	5100	660	.14*	730	.16
EBR	0	0	40		80	
WBL	2	3400	20	.01*	40	.01
WBT	3	5100	240	.05	990	.20*
WBR	0	0	20		50	
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.29**		**.41**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	80	.05*
NBT	2	3400	90	.03	320	.09
NBR	1	1700	100	.06	40	.02
SBL	1	1700	60	.04	30	.02
SBT	2	3400	140	.08*	140	.08*
SBR	0	0	160	.09	140	
EBL	2	3400	60	.02	290	.09*
EBT	3	5100	950	.19*	960	.21
EBR	0	0	40		100	
WBL	2	3400	30	.01*	70	.02
WBT	3	5100	360	.07	1220	.25*
WBR	0	0	10		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.52**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	80	.05*
NBT	2	3400	90	.03	320	.09
NBR	1	1700	100	.06	40	.02
SBL	1	1700	60	.04	30	.02
SBT	2	3400	140	.08*	140	.08*
SBR	0	0	160	.09	140	
EBL	2	3400	60	.02	290	.09*
EBT	3	5100	960	.20*	1010	.22
EBR	0	0	40		100	
WBL	2	3400	30	.01*	70	.02
WBT	3	5100	370	.07	1220	.25*
WBR	0	0	10		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.52**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	100	.06*
NBT	2	3400	80	.02	320	.09
NBR	1	1700	110	.06	50	.03
SBL	1	1700	60	.04	20	.01
SBT	2	3400	130	.08*	140	.08*
SBR	0	0	160	.09	140	
EBL	2	3400	60	.02	280	.08*
EBT	3	5100	930	.19*	970	.21
EBR	0	0	40		110	
WBL	2	3400	20	.01*	70	.02
WBT	3	5100	340	.07	1200	.25*
WBR	0	0	10		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.52**

12. Sakioka & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	100	.06*
NBT	2	3400	80	.02	320	.09
NBR	1	1700	110	.06	50	.03
SBL	1	1700	60	.04	20	.01
SBT	2	3400	130	.08*	140	.08*
SBR	0	0	160	.09	140	
EBL	2	3400	60	.02	280	.08*
EBT	3	5100	940	.19*	1020	.22
EBR	0	0	40		110	
WBL	2	3400	20	.01*	70	.02
WBT	3	5100	350	.07	1200	.25*
WBR	0	0	10		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.52**

13. Anton & Sunflower

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	2	3400	230	.07	630	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	810	.16*	780	.15*
EBR	0	0	30		10	
WBL	1	1700	300	.18*	230	.14*
WBT	3	5100	280	.05	1040	.20
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.42**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	2	3400	400	.12	810	.24
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1060	.22*	1010	.20*
EBR	0	0	40		10	
WBL	1	1700	280	.16*	320	.19*
WBT	3	5100	390	.08	1330	.26
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.54**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	2	3400	400	.12	810	.24
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1070	.22*	1050	.21*
EBR	0	0	40		10	
WBL	1	1700	280	.16*	320	.19*
WBT	3	5100	400	.08	1330	.26
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.55**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	2	3400	400	.12	790	.23
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1030	.21*	1020	.20*
EBR	0	0	50		10	
WBL	1	1700	280	.16*	310	.18*
WBT	3	5100	370	.07	1290	.25
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.52**

13. Anton & Sunflower

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	2	3400	400	.12	790	.23
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1040	.21*	1060	.21*
EBR	0	0	50		10	
WBL	1	1700	280	.16*	310	.18*
WBT	3	5100	380	.07	1290	.25
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.53**

14. Harbor & Law Court

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	20	.01
NBT	2	3400	1680	.49*	2150	.63*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	2260	.45	1800	.35
SBR	0	0	10		10	
EBL	1	1700	10	.01*	10	.01*
EBT	0	0	0		0	
EBR	1	1700	10	.01	20	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.69**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	20	.01
NBT	2	3400	2030	.60*	2470	.73*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	2390	.47	2110	.42
SBR	0	0	10		10	
EBL	1	1700	10	.01*	30	.02*
EBT	0	0	0		0	
EBR	1	1700	10	.01	10	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.80**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	20	.01
NBT	2	3400	2050	.60*	2480	.73*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	2450	.48	2130	.42
SBR	0	0	10		10	
EBL	1	1700	10	.01*	30	.02*
EBT	0	0	0		0	
EBR	1	1700	10	.01	10	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.80**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	20	.01
NBT	2	3400	2000	.59*	2420	.71*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	2390	.47	2100	.41
SBR	0	0	10		10	
EBL	1	1700	10	.01*	30	.02*
EBT	0	0	0		0	
EBR	1	1700	10	.01	10	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.78**

14. Harbor & Law Court

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	20	.01
NBT	2	3400	2020	.59*	2430	.71*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	2450	.48	2120	.42
SBR	0	0	10		10	
EBL	1	1700	10	.01*	30	.02*
EBT	0	0	0		0	
EBR	1	1700	10	.01	10	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.78**

15. Bear & Crystal Court

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	10	.00	30	.01
NBT	3	5100	350	.07	1540	.30*
NBR	1	1700	50	.03	80	.05
SBL	2	3400	10	.00	40	.01*
SBT	3	5100	590	.12*	740	.16
SBR	0	0	10		90	
EBL	0.5		10		50	
EBT	1.5	3400	0	.01*	20	.04*
EBR	0		10		80	.05
WBL	1.5		10	.01	170	
WBT	0.5	3400	10	.01*	30	.06*
WBR	1	1700	10	.01	80	.05
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .19 .46

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	10	.00	30	.01
NBT	3	5100	470	.09	1690	.33*
NBR	1	1700	60	.04	110	.06
SBL	2	3400	10	.00	50	.01*
SBT	3	5100	600	.12*	930	.20
SBR	0	0	10		90	
EBL	0.5		10		90	
EBT	1.5	3400	0	.01*	20	.06*
EBR	0		10		80	
WBL	1.5		20		210	
WBT	0.5	3400	10	.01*	30	.07*
WBR	1	1700	10	.01	120	.07
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .19 .52

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	10	.00	30	.01
NBT	3	5100	480	.09	1730	.34*
NBR	1	1700	60	.04	110	.06
SBL	2	3400	10	.00	50	.01*
SBT	3	5100	600	.12*	940	.20
SBR	0	0	10		90	
EBL	0.5		10		90	
EBT	1.5	3400	0	.01*	20	.06*
EBR	0		10		80	
WBL	1.5		20		210	
WBT	0.5	3400	10	.01*	30	.07*
WBR	1	1700	10	.01	120	.07
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .19 .53

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	10	.00	30	.01
NBT	3	5100	490	.10	1880	.37*
NBR	1	1700	60	.04	110	.06
SBL	2	3400	10	.00	40	.01*
SBT	3	5100	630	.13*	1010	.22
SBR	0	0	10		90	
EBL	0.5		10		90	
EBT	1.5	3400	0	.01*	20	.06*
EBR	0		10		80	
WBL	1.5		20		220	
WBT	0.5	3400	10	.01*	30	.07*
WBR	1	1700	10	.01	110	.06
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .20 .56

15. Bear & Crystal Court

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	10	.00	30	.01
NBT	3	5100	490	.10	1920	.38*
NBR	1	1700	60	.04	110	.06
SBL	2	3400	10	.00	40	.01*
SBT	3	5100	630	.13*	1020	.22
SBR	0	0	10		90	
EBL	0.5		10		90	
EBT	1.5	3400	0	.01*	20	.06*
EBR	0		10		80	
WBL	1.5		20		220	
WBT	0.5	3400	10	.01*	30	.07*
WBR	1	1700	10	.01	110	.06
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.20**		**.57**

16. **Bristol & Town Center**

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02*	160	.05
NBT	3	5100	700	.14	1600	.31*
NBR	1	1700	190	.11	60	.04
SBL	2	3400	20	.01	10	.00
SBT	3	5100	1550	.30*	860	.17
SBR	1	1700	80	.05	90	.05
EBL	2	3400	10	.00	70	.02*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	10	.01	140	.08
WBL	2	3400	10	.00	80	.02
WBT	1	1700	10	.01*	10	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.39**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02*	180	.05
NBT	3	5100	870	.17	1990	.39*
NBR	1	1700	450	.26	150	.09
SBL	2	3400	20	.01	90	.03*
SBT	3	5100	1800	.35*	1030	.20
SBR	1	1700	100	.06	180	.11
EBL	2	3400	20	.01*	80	.02
EBT	1	1700	20	.01	40	.02*
EBR	1	1700	10	.01	150	.09
WBL	2	3400	40	.01	190	.06*
WBT	1	1700	20	.01*	40	.02
WBR	1	1700	30	.02	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.55**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02*	180	.05
NBT	3	5100	880	.17	2000	.39*
NBR	1	1700	450	.26	150	.09
SBL	2	3400	20	.01	100	.03*
SBT	3	5100	1800	.35*	1040	.20
SBR	1	1700	100	.06	180	.11
EBL	2	3400	20	.01*	80	.02
EBT	1	1700	20	.01	40	.02*
EBR	1	1700	10	.01	150	.09
WBL	2	3400	40	.01	190	.06*
WBT	1	1700	20	.01*	40	.02
WBR	1	1700	30	.02	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.55**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02*	180	.05
NBT	3	5100	850	.17	1920	.38*
NBR	1	1700	460	.27	140	.08
SBL	2	3400	20	.01	90	.03*
SBT	3	5100	1790	.35*	1000	.20
SBR	1	1700	100	.06	190	.11
EBL	2	3400	20	.01*	90	.03
EBT	1	1700	20	.01	40	.02*
EBR	1	1700	10	.01	150	.09
WBL	2	3400	40	.01	190	.06*
WBT	1	1700	20	.01*	40	.02
WBR	1	1700	30	.02	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.54**

16. Bristol & Town Center

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02*	180	.05
NBT	3	5100	860	.17	1930	.38*
NBR	1	1700	460	.27	140	.08
SBL	2	3400	20	.01	100	.03*
SBT	3	5100	1790	.35*	1010	.20
SBR	1	1700	100	.06	190	.11
EBL	2	3400	20	.01*	90	.03
EBT	1	1700	20	.01	40	.02*
EBR	1	1700	10	.01	150	.09
WBL	2	3400	40	.01	190	.06*
WBT	1	1700	20	.01*	40	.02
WBR	1	1700	30	.02	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.54**

17. Hyland & South Coast/I-405 NB On Ramp

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	130	.08*	350	.21*
SBT	0	0	0		0	
SBR	f		40		390	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	120	.07*	580	.34*
WBR	1	1700	270	.16	540	.32
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.23**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	220	.13*	340	.20*
SBT	0	0	0		0	
SBR	f		50		730	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	200	.06*	850	.25*
WBR	1	1700	260	.15	500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.50**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	340	.20*
SBT	0	0	0		0	
SBR	f		50		730	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	220	.06*	1050	.31*
WBR	1	1700	260	.15	500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.56**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	220	.13*	350	.21*
SBT	0	0	0		0	
SBR	f		50		720	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	200	.06*	880	.26*
WBR	1	1700	270	.16	500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.52**

17. Hyland & South Coast/I-405 NB On Ramp

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	350	.21*
SBT	0	0	0		0	
SBR	f		50		720	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	220	.06*	1080	.32*
WBR	1	1700	270	.16	500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.58**

18. Harbor & South Coast

Existing			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	270	.08*	330	.10*
NBT	3.5	8500	1780	.26	2100	.31
NBR	1.5		210	.12	200	.12
SBL	2	3400	80	.02	90	.03
SBT	4	6800	2020	.30*	1920	.28*
SBR	1	1700	60	.04	100	.06
EBL	1	1700	10	.01*	20	.01*
EBT	0.5	3400	30	{.03}	40	{.07}
EBR	1.5		170		330	
WBL	2	3400	80	.02	340	.10
WBT	2	3400	120	.04*	760	.22*
WBR	1	1700	40	.02	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .66

2035 Current General Plan (Constrained Network)			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	350	.10*	220	.06
NBT	3.5	8500	2120	.31	2290	.34*
NBR	1.5		550	{.31}	220	
SBL	2	3400	90	.03	120	.04*
SBT	4	6800	2040	.30*	2180	.32
SBR	1	1700	110	.06	100	.06
EBL	1	1700	10	.01	20	.01*
EBT	1	1700	120	.07*	50	.03
EBR	2	3400	190	.06	350	.10
WBL	2	3400	70	.02*	380	.11
WBT	2	3400	160	.05	1140	.34*
WBR	1	1700	40	.02	340	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .78

2035 Proposed General Plan (Constrained Network)			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	350	.10*	220	.06
NBT	3.5	8500	2290	.35	2310	.34*
NBR	1.5		680		230	
SBL	2	3400	150	.04	130	.04*
SBT	4	6800	2040	.30*	2190	.32
SBR	1	1700	110	.06	100	.06
EBL	1	1700	10	.01	20	.01*
EBT	1	1700	150	.09*	50	.03
EBR	2	3400	190	.06	350	.10
WBL	2	3400	80	.02*	530	.16
WBT	2	3400	180	.05	1350	.40*
WBR	1	1700	40	.02	350	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .84

2035 Current General Plan (Buildout Network)			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	370	.11*	260	.08*
NBT	3.5	8500	2090	.31	2240	.33
NBR	1.5		550		220	
SBL	2	3400	80	.02	130	.04
SBT	4	6800	2050	.30*	2170	.32*
SBR	1	1700	110	.06	100	.06
EBL	1	1700	10	.01	20	.01*
EBT	1	1700	130	.08*	50	.03
EBR	2	3400	180	.05	350	.10
WBL	2	3400	70	.02*	370	.11
WBT	2	3400	160	.05	1110	.33*
WBR	1	1700	40	.02	340	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .79

18. Harbor & South Coast

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11*	260	.08*
NBT	3.5	8500	2250	.34	2260	.33
NBR	1.5		680		230	
SBL	2	3400	140	.04	140	.04
SBT	4	6800	2050	.30*	2180	.32*
SBR	1	1700	110	.06	100	.06
EBL	1	1700	10	.01	20	.01*
EBT	1	1700	160	.09*	50	.03
EBR	2	3400	180	.05	350	.10
WBL	2	3400	80	.02*	520	.15
WBT	2	3400	180	.05	1320	.39*
WBR	1	1700	40	.02	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.85**

19. Susan & South Coast

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04	460	.14
NBT	2	3400	440	.14*	370	.13*
NBR	0	0	50		80	
SBL	2	3400	60	.02*	140	.04*
SBT	2	3400	10	.01	10	.01
SBR	0	0	40	.02	190	.11
EBL	2	3400	100	.03	50	.01*
EBT	2	3400	160	.05*	200	.06
EBR	1	1700	10	.01	20	.01
WBL	2	3400	10	.00	40	.01
WBT	2	3400	80	.02	510	.15*
WBR	1	1700	30	.02	70	.04
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.45**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04	510	.15
NBT	2	3400	460	.16*	430	.15*
NBR	0	0	70		80	
SBL	2	3400	90	.03*	140	.04*
SBT	2	3400	10	.01	10	.01
SBR	0	0	50	.03	330	.19
EBL	2	3400	130	.04*	50	.01*
EBT	2	3400	150	.04	200	.06
EBR	1	1700	400	.24	110	.06
WBL	2	3400	10	.00	30	.01
WBT	2	3400	70	.02*	840	.25*
WBR	1	1700	30	.02	20	.01
Right Turn Adjustment			EBR	.04*	SBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.64**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07	550	.16
NBT	2	3400	470	.16*	490	.17*
NBR	0	0	70		80	
SBL	2	3400	100	.03*	140	.04*
SBT	2	3400	10	.01	10	.01
SBR	0	0	50	.03	330	.19
EBL	2	3400	130	.04*	50	.01*
EBT	2	3400	150	.04	200	.06
EBR	1	1700	620	.36	130	.08
WBL	2	3400	10	.00	30	.01
WBT	2	3400	120	.04*	960	.28*
WBR	1	1700	30	.02	20	.01
Right Turn Adjustment			EBR	.14*	SBR	.13*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.68**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	140	.04	520	.15
NBT	2	3400	450	.15*	470	.16*
NBR	0	0	70		80	
SBL	2	3400	90	.03*	140	.04*
SBT	2	3400	10	.01	10	.01
SBR	0	0	50	.03	320	.19
EBL	2	3400	130	.04*	50	.01*
EBT	2	3400	160	.05	210	.06
EBR	1	1700	400	.24	110	.06
WBL	2	3400	10	.00	30	.01
WBT	2	3400	70	.02*	810	.24*
WBR	1	1700	20	.01	20	.01
Right Turn Adjustment			EBR	.05*	SBR	.13*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.63**

19. Susan & South Coast

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07	560	.16
NBT	2	3400	460	.16*	530	.18*
NBR	0	0	70		80	
SBL	2	3400	100	.03*	140	.04*
SBT	2	3400	10	.01	10	.01
SBR	0	0	50	.03	320	.19
EBL	2	3400	130	.04*	50	.01*
EBT	2	3400	160	.05	210	.06
EBR	1	1700	620	.36	130	.08
WBL	2	3400	10	.00	30	.01
WBT	2	3400	130	.04*	930	.27*
WBR	1	1700	20	.01	20	.01
Right Turn Adjustment			EBR	.14*	SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.67**

20. Fairview & South Coast

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	240	.07*
NBT	3	5100	1390	.27	1610	.32
NBR	1	1700	170	.10	430	.25
SBL	2	3400	40	.01	90	.03
SBT	3	5100	1720	.34*	1470	.29*
SBR	0	0	30		30	
EBL	1	1700	10	.01	130	.08
EBT	1.5	5100	50	{.01}*	230	{.10}*
EBR	1.5		90	{.01}	350	
WBL	2	3400	250	.07*	300	.09*
WBT	2	3400	100	.03	340	.10
WBR	1	1700	80	.05	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	280	.08*
NBT	3	5100	1460	.29	1810	.35
NBR	1	1700	290	.17	470	.28
SBL	2	3400	30	.01	70	.02
SBT	3	5100	1770	.37*	1610	.32*
SBR	0	0	110		40	
EBL	1	1700	10	.01	190	.11
EBT	1.5	5100	70	{.02}*	320	{.17}*
EBR	1.5		100		640	
WBL	2	3400	240	.07*	360	.11*
WBT	2	3400	140	.04	410	.12
WBR	1	1700	50	.03	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.73**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	580	.17*	290	.09*
NBT	3	5100	1480	.29	1820	.36
NBR	1	1700	290	.17	470	.28
SBL	2	3400	30	.01	70	.02
SBT	3	5100	1780	.38*	1620	.33*
SBR	0	0	180		50	
EBL	1	1700	30	.02	240	.14
EBT	1.5	5100	70	{.02}*	380	{.21}*
EBR	1.5		120		790	
WBL	2	3400	240	.07*	360	.11*
WBT	2	3400	220	.06	420	.12
WBR	1	1700	50	.03	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.79**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	300	.09*
NBT	3	5100	1480	.29	1780	.35
NBR	1	1700	290	.17	440	.26
SBL	2	3400	30	.01	70	.02
SBT	3	5100	1770	.37*	1600	.32*
SBR	0	0	110		40	
EBL	1	1700	20	.01	190	.11
EBT	1.5	5100	70	{.02}*	330	{.17}*
EBR	1.5		100		640	
WBL	2	3400	230	.07*	360	.11*
WBT	2	3400	140	.04	380	.11
WBR	1	1700	50	.03	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.74**

20. Fairview & South Coast

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	590	.17*	310	.09*
NBT	3	5100	1500	.29	1790	.35
NBR	1	1700	290	.17	440	.26
SBL	2	3400	30	.01	70	.02
SBT	3	5100	1780	.38*	1610	.33*
SBR	0	0	180		50	
EBL	1	1700	40	.02	240	.14
EBT	1.5	5100	70	{.02}*	390	{.21}*
EBR	1.5		120		790	
WBL	2	3400	230	.07*	360	.11*
WBT	2	3400	220	.06	390	.11
WBR	1	1700	50	.03	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.79**

24. Bear & South Coast

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03*	250	.07*
NBT	3	5100	370	.07	1240	.24
NBR	1	1700	10	.01	30	.02
SBL	2	3400	10	.00	50	.01
SBT	3	5100	530	.12*	700	.18*
SBR	0	0	60		230	
EBL	2	3400	90	.03*	250	.07*
EBT	1	1700	20	.01	160	.09
EBR	1	1700	110	.06	250	.15
WBL	2	3400	10	.00	60	.02
WBT	2	3400	10	.01*	130	.06*
WBR	0	0	10		90	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.43**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03*	260	.08*
NBT	3	5100	440	.09	1330	.26
NBR	1	1700	10	.01	40	.02
SBL	2	3400	10	.00	50	.01
SBT	3	5100	540	.12*	880	.23*
SBR	0	0	60		290	
EBL	2	3400	180	.05*	330	.10*
EBT	1	1700	20	.01	160	.09
EBR	1	1700	140	.08	250	.15
WBL	2	3400	10	.00	80	.02
WBT	2	3400	20	.01*	150	.07*
WBR	0	0	10		90	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.53**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03*	260	.08*
NBT	3	5100	450	.09	1330	.26
NBR	1	1700	10	.01	40	.02
SBL	2	3400	10	.00	50	.01
SBT	3	5100	540	.12*	890	.23*
SBR	0	0	60		290	
EBL	2	3400	180	.05*	370	.11*
EBT	1	1700	20	.01	160	.09
EBR	1	1700	140	.08	260	.15
WBL	2	3400	10	.00	80	.02
WBT	2	3400	20	.01*	150	.07*
WBR	0	0	10		90	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.54**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03*	260	.08*
NBT	3	5100	470	.09	1530	.30
NBR	1	1700	10	.01	40	.02
SBL	2	3400	10	.00	50	.01
SBT	3	5100	570	.12*	960	.24*
SBR	0	0	60		280	
EBL	2	3400	180	.05*	310	.09*
EBT	1	1700	30	.02	150	.09
EBR	1	1700	150	.09	260	.15
WBL	2	3400	10	.00	80	.02
WBT	2	3400	20	.01*	150	.07*
WBR	0	0	10		100	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.53**

24. Bear & South Coast

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03*	260	.08*
NBT	3	5100	470	.09	1530	.30
NBR	1	1700	10	.01	40	.02
SBL	2	3400	10	.00	50	.01
SBT	3	5100	570	.12*	970	.25*
SBR	0	0	60		280	
EBL	2	3400	180	.05*	350	.10*
EBT	1	1700	30	.02	150	.09
EBR	1	1700	150	.09	270	.16
WBL	2	3400	10	.00	80	.02
WBT	2	3400	20	.01*	150	.07*
WBR	0	0	10		100	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.55**

25. Bristol & Anton

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01*	270	.08
NBT	4	6800	890	.13	2160	.32*
NBR	f		890		520	
SBL	2	3400	190	.06	140	.04*
SBT	4	6800	1620	.24*	1480	.22
SBR	1	1700	10	.01	60	.04
EBL	1	1700	10	.01	90	.05
EBT	1	1700	20	.01*	40	.02*
EBR	1	1700	10	.01	120	.07
WBL	3	5100	420	.08*	1000	.20*
WBT	1	1700	10	.01	60	.04
WBR	1	1700	10	.01	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.63**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01*	320	.09
NBT	4	6800	1280	.19	2510	.37*
NBR	f		1290		890	
SBL	2	3400	260	.08	160	.05*
SBT	4	6800	1810	.27*	1760	.26
SBR	1	1700	10	.01	50	.03
EBL	1	1700	20	.01	130	.08
EBT	1	1700	20	.01*	100	.06*
EBR	1	1700	10	.01	10	.01
WBL	3	5100	580	.11*	1570	.31*
WBT	1	1700	10	.01	80	.05
WBR	1	1700	20	.01	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.84**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01*	320	.09
NBT	4	6800	1290	.19	2520	.37*
NBR	f		1300		890	
SBL	2	3400	260	.08	160	.05*
SBT	4	6800	1810	.27*	1770	.26
SBR	1	1700	10	.01	50	.03
EBL	1	1700	20	.01	130	.08
EBT	1	1700	20	.01*	100	.06*
EBR	1	1700	10	.01	10	.01
WBL	3	5100	580	.11*	1570	.31*
WBT	1	1700	10	.01	80	.05
WBR	1	1700	20	.01	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.84**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01*	320	.09
NBT	4	6800	1260	.19	2430	.36*
NBR	f		1310		900	
SBL	2	3400	250	.07	160	.05*
SBT	4	6800	1810	.27*	1710	.25
SBR	1	1700	10	.01	50	.03
EBL	1	1700	20	.01	130	.08
EBT	1	1700	20	.01*	100	.06*
EBR	1	1700	10	.01	10	.01
WBL	3	5100	580	.11*	1590	.31*
WBT	1	1700	10	.01	70	.04
WBR	1	1700	20	.01	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.83**

25. Bristol & Anton

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01*	320	.09
NBT	4	6800	1270	.19	2440	.36*
NBR	f		1320		900	
SBL	2	3400	250	.07	160	.05*
SBT	4	6800	1810	.27*	1720	.25
SBR	1	1700	10	.01	50	.03
EBL	1	1700	20	.01	130	.08
EBT	1	1700	20	.01*	100	.06*
EBR	1	1700	10	.01	10	.01
WBL	3	5100	580	.11*	1590	.31*
WBT	1	1700	10	.01	70	.04
WBR	1	1700	20	.01	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.83**

27. Ave of the Arts & Anton

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	150	.09*	360	.21*
NBT	2	3400	110	.03	470	.14
NBR	1	1700	160	.09	210	.12
SBL	1	1700	10	.01	20	.01
SBT	2	3400	60	.04*	40	.02*
SBR	0	0	60		120	.07
EBL	1	1700	50	.03	110	.06*
EBT	3	5100	490	.14*	530	.13
EBR	0	0	330	.19	140	
WBL	1	1700	60	.04*	20	.01
WBT	3	5100	280	.06	390	.08*
WBR	0	0	10		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.42**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	730	.43*
NBT	2	3400	210	.06	650	.19
NBR	1	1700	120	.07	210	.12
SBL	1	1700	190	.11	20	.01
SBT	2	3400	80	.05*	40	.02*
SBR	0	0	90	.05	130	.08
EBL	1	1700	40	.02	130	.08
EBT	3	5100	740	.22*	890	.20*
EBR	0	0	450	.26	150	
WBL	1	1700	60	.04*	20	.01*
WBT	3	5100	440	.09	450	.09
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.71**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	730	.43*
NBT	2	3400	210	.06	650	.19
NBR	1	1700	120	.07	210	.12
SBL	1	1700	190	.11	20	.01
SBT	2	3400	80	.05*	40	.02*
SBR	0	0	90	.05	130	.08
EBL	1	1700	40	.02	130	.08
EBT	3	5100	740	.22*	890	.20*
EBR	0	0	450	.26	150	
WBL	1	1700	60	.04*	20	.01*
WBT	3	5100	440	.09	450	.09
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.71**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12	740	.44*
NBT	2	3400	210	.06*	660	.19
NBR	1	1700	120	.07	200	.12
SBL	1	1700	210	.12*	20	.01
SBT	2	3400	80	.05	40	.02*
SBR	0	0	90	.05	130	.08
EBL	1	1700	50	.03	130	.08
EBT	3	5100	720	.21*	900	.21*
EBR	0	0	470	.28	150	
WBL	1	1700	60	.04*	20	.01*
WBT	3	5100	440	.09	450	.09
WBR	0	0	20		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.73**

27. Ave of the Arts & Anton

2035 Proposed General Plan (Buildout Network)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	210	.12	740	.44*
NBT	2	3400	210	.06*	660	.19
NBR	1	1700	120	.07	200	.12
SBL	1	1700	210	.12*	20	.01
SBT	2	3400	80	.05	40	.02*
SBR	0	0	90	.05	130	.08
EBL	1	1700	50	.03	130	.08
EBT	3	5100	720	.21*	900	.21*
EBR	0	0	470	.28	150	
WBL	1	1700	60	.04*	20	.01*
WBT	3	5100	440	.09	450	.09
WBR	0	0	20		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.73**

28. Sakioka & Anton

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	150	.09*
NBT	2	3400	10	.00	120	.04
NBR	1	1700	40	.02	230	.14
SBL	1	1700	70	.04	30	.02
SBT	2	3400	40	.01*	30	.01*
SBR	1	1700	150	.09	90	.05
EBL	1	1700	40	.02	300	.18*
EBT	2	3400	390	.11*	440	.13
EBR	1	1700	250	.15	30	.02
WBL	1	1700	110	.06*	50	.03
WBT	2	3400	130	.04	170	.06*
WBR	0	0	10		30	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.28**		**.39**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	150	.09*	150	.09*
NBT	2	3400	40	.01	160	.05
NBR	1	1700	100	.06	340	.20
SBL	1	1700	50	.03	60	.04
SBT	2	3400	40	.01*	70	.02*
SBR	1	1700	190	.11	110	.06
EBL	1	1700	40	.02	310	.18
EBT	2	3400	490	.14*	850	.25*
EBR	1	1700	270	.16	30	.02
WBL	1	1700	180	.11*	70	.04*
WBT	2	3400	210	.07	220	.08
WBR	0	0	30		50	
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.55**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	150	.09*	150	.09*
NBT	2	3400	40	.01	160	.05
NBR	1	1700	100	.06	340	.20
SBL	1	1700	50	.03	60	.04
SBT	2	3400	40	.01*	70	.02*
SBR	1	1700	190	.11	110	.06
EBL	1	1700	40	.02	310	.18
EBT	2	3400	490	.14*	850	.25*
EBR	1	1700	270	.16	30	.02
WBL	1	1700	180	.11*	70	.04*
WBT	2	3400	210	.07	220	.08
WBR	0	0	30		50	
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.55**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	150	.09*	150	.09*
NBT	2	3400	40	.01	150	.04
NBR	1	1700	100	.06	340	.20
SBL	1	1700	50	.03	60	.04
SBT	2	3400	40	.01*	70	.02*
SBR	1	1700	190	.11	110	.06
EBL	1	1700	40	.02	340	.20*
EBT	2	3400	490	.14*	820	.24
EBR	1	1700	270	.16	30	.02
WBL	1	1700	180	.11*	70	.04
WBT	2	3400	210	.07	210	.08*
WBR	0	0	30		50	
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.54**

28. Sakioka & Anton

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	150	.09*	150	.09*
NBT	2	3400	40	.01	150	.04
NBR	1	1700	100	.06	340	.20
SBL	1	1700	50	.03	60	.04
SBT	2	3400	40	.01*	70	.02*
SBR	1	1700	190	.11	110	.06
EBL	1	1700	40	.02	340	.20*
EBT	2	3400	490	.14*	820	.24
EBR	1	1700	270	.16	30	.02
WBL	1	1700	180	.11*	70	.04
WBT	2	3400	210	.07	210	.08*
WBR	0	0	30		50	
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.54**

30. Hyland & MacArthur

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02*	1350	.40*
NBT	1	1700	10	.02	10	.06
NBR	0	0	20		90	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	10	.01	10	.01
EBL	1	1700	10	.01	30	.02*
EBT	3	5100	1610	.32*	670	.13
EBR	1	1700	720	.42	150	.09
WBL	1	1700	70	.04*	40	.02
WBT	3	5100	460	.09	2210	.43*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.08*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.91**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		80	{.02}*	1430	{.28}*
NBT	0.5	5100	10	.02	10	.28
NBR	1	1700	20	.01	80	.05
SBL	1	1700	10	.01	10	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	10	.01	10	.01
EBL	1	1700	10	.01	30	.02*
EBT	3	5100	1850	.36*	720	.14
EBR	1	1700	970	.57	160	.09
WBL	1	1700	10	.01*	30	.02
WBT	3	5100	450	.09	2550	.50*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.19*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.86**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		80	{.02}*	1440	{.28}*
NBT	0.5	5100	10	.02	10	.28
NBR	1	1700	20	.01	80	.05
SBL	1	1700	10	.01	10	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	10	.01	10	.01
EBL	1	1700	10	.01	30	.02*
EBT	3	5100	1850	.36*	720	.14
EBR	1	1700	1020	.60	170	.10
WBL	1	1700	10	.01*	30	.02
WBT	3	5100	460	.09	2590	.51*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.22*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.87**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		80	{.02}*	1440	{.28}*
NBT	0.5	5100	10	.02	10	.28
NBR	1	1700	20	.01	90	.05
SBL	1	1700	10	.01	10	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	10	.01	10	.01
EBL	1	1700	10	.01	30	.02*
EBT	3	5100	1850	.36*	720	.14
EBR	1	1700	980	.58	160	.09
WBL	1	1700	10	.01*	30	.02
WBT	3	5100	440	.09	2560	.50*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.20*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.86**

30. Hyland & MacArthur

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		80	{.02}*	1450	{.29}*
NBT	0.5	5100	10	.02	10	.29
NBR	1	1700	20	.01	90	.05
SBL	1	1700	10	.01	10	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	10	.01	10	.01
EBL	1	1700	10	.01	30	.02*
EBT	3	5100	1860	.36*	720	.14
EBR	1	1700	1020	.60	170	.10
WBL	1	1700	10	.01*	30	.02
WBT	3	5100	450	.09	2600	.51*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.22*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.88**

36. Bear & Metro Point/ May Co.

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	3	5100	390	.08	970	.19
NBR	1	1700	60	.04	110	.06
SBL	2	3400	20	.01	50	.01
SBT	3	5100	720	.15*	720	.18*
SBR	0	0	40		210	
EBL	1.5		10	.01*	210	{.08}*
EBT	0.5	3400	10	.01	70	.08
EBR	1	1700	30	.02	210	.12
WBL	2	3400	10	.00	120	.04
WBT	2	3400	10	.01*	100	.06*
WBR	0	0	10		190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.45**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	120	.07*
NBT	3	5100	450	.09	1030	.20
NBR	1	1700	80	.05	110	.06
SBL	2	3400	30	.01	60	.02
SBT	3	5100	750	.15*	880	.21*
SBR	0	0	40		210	
EBL	1.5		10	.01*	230	{.09}*
EBT	0.5	3400	10	.01	70	.09
EBR	1	1700	30	.02	200	.12
WBL	2	3400	10	.00	140	.04
WBT	2	3400	10	.01*	100	.06*
WBR	0	0	10		220	.13
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.49**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	120	.07*
NBT	3	5100	460	.09	1030	.20
NBR	1	1700	80	.05	110	.06
SBL	2	3400	30	.01	60	.02
SBT	3	5100	750	.15*	900	.22*
SBR	0	0	40		210	
EBL	1.5		10	.01*	230	{.09}*
EBT	0.5	3400	10	.01	70	.09
EBR	1	1700	30	.02	200	.12
WBL	2	3400	10	.00	140	.04
WBT	2	3400	10	.01*	100	.06*
WBR	0	0	10		220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.49**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	120	.07*
NBT	3	5100	480	.09	1240	.24
NBR	1	1700	90	.05	120	.07
SBL	2	3400	30	.01	70	.02
SBT	3	5100	800	.16*	970	.23*
SBR	0	0	40		220	
EBL	1.5		10	.01*	230	{.09}*
EBT	0.5	3400	10	.01	70	.09
EBR	1	1700	30	.02	200	.12
WBL	2	3400	10	.00	150	.04
WBT	2	3400	10	.01*	100	.06*
WBR	0	0	10		200	.12
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.25**		**.51**

36. Bear & Metro Point/ May Co.

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	120	.07*
NBT	3	5100	480	.09	1250	.25
NBR	1	1700	90	.05	120	.07
SBL	2	3400	30	.01	70	.02
SBT	3	5100	800	.16*	990	.24*
SBR	0	0	40		220	
EBL	1.5		10	.01*	230	{.09}*
EBT	0.5	3400	10	.01	70	.09
EBR	1	1700	30	.02	200	.12
WBL	2	3400	10	.00	150	.04
WBT	2	3400	10	.01*	100	.06*
WBR	0	0	10		200	.12
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.25**		**.52**

38. Harbor & I-405 NB Ramps

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1280	.25	1540	.30
NBR	0	0	990	.58	880	.52
SBL	0	0	0		0	
SBT	4	6800	2270	.33*	2600	.38*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		420		900	
WBT	0	5100	0	{.22}*	0	{.35}*
WBR	1.5		780		990	
Right Turn Adjustment			NBR	.08*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.78**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2010	.39*	1640	.32
NBR	0	0	1140	.67	1240	.73
SBL	0	0	0		0	
SBT	4	6800	2290	.34	2900	.43*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		370	.22*	940	
WBT	0	5100	0		0	{.35}*
WBR	1.5		810	.24	980	
Right Turn Adjustment			Multi	.13*	NBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.87**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2300	.45*	1670	.33
NBR	0	0	1170	.69	1270	.75
SBL	0	0	0		0	
SBT	4	6800	2300	.34	3070	.45*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		370	.22*	940	
WBT	0	5100	0		0	{.35}*
WBR	1.5		820	.24	980	
Right Turn Adjustment			Multi	.09*	NBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.89**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1980	.39*	1700	.33
NBR	0	0	1140	.67	1170	.69
SBL	0	0	0		0	
SBT	4	6800	2300	.34	2890	.43*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		340	.20*	850	
WBT	0	5100	0		0	{.32}*
WBR	1.5		840	.25	920	
Right Turn Adjustment			Multi	.18*	NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.82**

38. Harbor & I-405 NB Ramps

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2260	.44*	1730	.34
NBR	0	0	1170	.69	1190	.70
SBL	0	0	0		0	
SBT	4	6800	2310	.34	3060	.45*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		340	.20*	850	
WBT	0	5100	0		0	{.32}*
WBR	1.5		850	.25	920	
Right Turn Adjustment			Multi	.15*	NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**.83**

39. Harbor & I-405 SB

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	970	.19	1370	.27
NBR	f		400		480	
SBL	0	0	0		0	
SBT	4	6800	1380	.20*	2340	.34*
SBR	f		1320		1150	
EBL	1.5		360	{.17}*	210	.12*
EBT	0	5100	0	.17	0	
EBR	1.5		490		680	.20
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.59**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1260	.25*	1700	.33
NBR	f		270		490	
SBL	0	0	0		0	
SBT	4	6800	1500	.22	2670	.39*
SBR	f		1190		1160	
EBL	1.5		640	{.27}*	210	.12*
EBT	0	5100	0	.27	0	
EBR	1.5		750		900	.26
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				**.57**		**.70**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1390	.27*	1740	.34
NBR	f		270		490	
SBL	0	0	0		0	
SBT	4	6800	1510	.22	2760	.41*
SBR	f		1190		1240	
EBL	1.5		830	{.30}*	220	.13*
EBT	0	5100	0	{.30}	0	
EBR	1.5		760		930	.27
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				**.62**		**.73**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1250	.25*	1690	.33
NBR	f		280		490	
SBL	0	0	0		0	
SBT	4	6800	1480	.22	2590	.38*
SBR	f		1190		1150	
EBL	1.5		640	{.26}*	210	.12*
EBT	0	5100	0	{.26}	0	
EBR	1.5		740		890	.26
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				**.56**		**.69**

39. Harbor & I-405 SB

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1370	.27*	1730	.34
NBR	f		280		490	
SBL	0	0	0		0	
SBT	4	6800	1490	.22	2680	.39*
SBR	f		1190		1230	
EBL	1.5		830	{.30}*	220	.13*
EBT	0	5100	0	{.30}	0	
EBR	1.5		750		920	.27
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				**.62**		**.71**

40. Fairview & I-405 NB Ramps

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	190	.11*
NBT	3	5100	830	.16	1290	.25
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	6	10200	1780	.17*	1890	.19*
SBR	1	1700	290	.17	220	.13
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	620	.18*	770	.23*
WBT	0	0	0		0	
WBR	2	3400	940	.28	1000	.29
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	320	.19*
NBT	3	5100	1100	.22	1570	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	6	10200	1830	.18*	2330	.23*
SBR	1	1700	300	.18	260	.15
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	520	.15*	900	.26*
WBT	0	0	0		0	
WBR	2	3400	1120	.33	970	.29
Right Turn Adjustment			WBR	.09*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.73**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	320	.19*
NBT	3	5100	1160	.23	1580	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	6	10200	1870	.18*	2500	.25*
SBR	1	1700	300	.18	260	.15
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	520	.15*	900	.26*
WBT	0	0	0		0	
WBR	2	3400	1250	.37	980	.29
Right Turn Adjustment			WBR	.14*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.75**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	310	.18*
NBT	3	5100	1090	.21	1520	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	6	10200	1820	.18*	2310	.23*
SBR	1	1700	300	.18	260	.15
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	520	.15*	810	.24*
WBT	0	0	0		0	
WBR	2	3400	1160	.34	980	.29
Right Turn Adjustment			WBR	.10*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.70**

40. Fairview & I-405 NB Ramps

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	310	.18*
NBT	3	5100	1150	.23	1530	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	6	10200	1860	.18*	2480	.24*
SBR	1	1700	300	.18	260	.15
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	520	.15*	810	.24*
WBT	0	0	0		0	
WBR	2	3400	1290	.38	990	.29
Right Turn Adjustment			WBR	.15*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.71**

41. Fairview & I-405 SB Ramps

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3.5	8500	840	.16*	1090	{.17}*
NBR	1.5		960	.28	510	
SBL	3	5100	1150	.23*	1200	.24*
SBT	3	5100	1230	.24	1470	.29
SBR	0	0	0		0	
EBL	2	3400	230	.07*	390	.11*
EBT	0	0	0		0	
EBR	2	3400	270	.08	310	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.57**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3.5	8500	1090	.21*	1390	{.20}*
NBR	1.5		1170	.34	510	{.19}
SBL	3	5100	1130	.22*	1380	.27*
SBT	3	5100	1190	.23	1840	.36
SBR	0	0	0		0	
EBL	2	3400	300	.09*	510	.15*
EBT	0	0	0		0	
EBR	2	3400	370	.11	430	.13
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.67**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3.5	8500	1150	.23*	1400	{.21}*
NBR	1.5		1180	.35	510	{.19}
SBL	3	5100	1150	.23*	1490	.29*
SBT	3	5100	1210	.24	1900	.37
SBR	0	0	0		0	
EBL	2	3400	310	.09*	510	.15*
EBT	0	0	0		0	
EBR	2	3400	370	.11	440	.13
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.70**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3.5	8500	1070	.21*	1330	{.20}*
NBR	1.5		1080	.32	520	{.19}
SBL	3	5100	1140	.22*	1370	.27*
SBT	3	5100	1180	.23	1760	.35
SBR	0	0	0		0	
EBL	2	3400	300	.09*	500	.15*
EBT	0	0	0		0	
EBR	2	3400	380	.11	450	.13
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.67**

41. Fairview & I-405 SB Ramps

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3.5	8500	1130	.22*	1340	{.20}*
NBR	1.5		1090	.32	530	
SBL	3	5100	1160	.23*	1480	.29*
SBT	3	5100	1200	.24	1820	.36
SBR	0	0	0		0	
EBL	2	3400	310	.09*	500	.15*
EBT	0	0	0		0	
EBR	2	3400	380	.11	460	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.69**

42. Bristol & I-405 NB Ramps

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1440	.21	2080	.31
NBR	f		170		170	
SBL	0	0	0		0	
SBT	5	8500	2110	.25*	2690	.32*
SBR	0	0	10		20	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	2	3400	20	.01	260	.08
WBL	1.5		140		430	
WBT	1.5	5100	80	.04*	370	.16*
WBR	2	3400	640	.19	1080	.32
Right Turn Adjustment			Multi	.13*	Multi	.23*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.76**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2300	.34*	2750	.40
NBR	f		150		360	
SBL	0	0	0		0	
SBT	5	8500	2450	.29	3440	.41*
SBR	0	0	10		30	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	2	3400	30	.01	480	.14
WBL	1.5		130		490	
WBT	1	8500	90	.06*	430	.24*
WBR	2.5		710	.14	1160	
Right Turn Adjustment			WBR	.08*	EBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.84**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2310	.34*	2760	.41
NBR	f		150		360	
SBL	0	0	0		0	
SBT	5	8500	2460	.29	3450	.41*
SBR	0	0	10		30	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	2	3400	30	.01	480	.14
WBL	1.5		130		490	
WBT	1	8500	90	.06*	430	.24*
WBR	2.5		710	.14	1160	
Right Turn Adjustment			WBR	.08*	EBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.84**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2290	.34*	2680	.39
NBR	f		150		270	
SBL	0	0	0		0	
SBT	5	8500	2450	.29	3430	.41*
SBR	0	0	10		30	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	2	3400	20	.01	480	.14
WBL	1.5		130		480	
WBT	1	8500	90	.06*	420	.24*
WBR	2.5		710	.14	1160	
Right Turn Adjustment			WBR	.08*	EBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.84**

42. Bristol & I-405 NB Ramps

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2300	.34*	2690	.40
NBR	f		150		270	
SBL	0	0	0		0	
SBT	5	8500	2460	.29	3440	.41*
SBR	0	0	10		30	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	2	3400	20	.01	480	.14
WBL	1.5		130		480	
WBT	1	8500	90	.06*	420	.24*
WBR	2.5		710	.14	1160	
Right Turn Adjustment			WBR	.08*	EBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.84**

43. Bristol & I-405 SB Ramps

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	140	.08*
NBT	4	6800	1040	.15	1580	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1030	.20*	1550	.30*
SBR	f		730		900	
EBL	3	5100	560	.11*	670	.13*
EBT	0	0	0		0	
EBR	1	1700	410	.24	270	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.08*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.56**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	140	.08*
NBT	4	6800	1530	.23	2050	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1210	.24*	2030	.40*
SBR	f		810		1120	
EBL	3	5100	870	.17*	830	.16*
EBT	0	0	0		0	
EBR	1	1700	400	.24	240	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.69**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	140	.08*
NBT	4	6800	1540	.23	2060	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1210	.24*	2050	.40*
SBR	f		810		1120	
EBL	3	5100	870	.17*	830	.16*
EBT	0	0	0		0	
EBR	1	1700	400	.24	240	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.69**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	140	.08*
NBT	4	6800	1530	.23	1860	.27
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1220	.24*	1990	.39*
SBR	f		800		1120	
EBL	3	5100	870	.17*	830	.16*
EBT	0	0	0		0	
EBR	1	1700	370	.22	240	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.68**

43. Bristol & I-405 SB Ramps

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	140	.08*
NBT	4	6800	1540	.23	1870	.28
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1220	.24*	2010	.39*
SBR	f		800		1120	
EBL	3	5100	870	.17*	830	.16*
EBT	0	0	0		0	
EBR	1	1700	370	.22	240	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.68**

44. Harbor & Gisler

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	140	.08*
NBT	5	8500	1960	.23	2130	.25
NBR	0	0	10		20	
SBL	1	1700	80	.05	130	.08
SBT	4	6800	1910	.30*	2870	.48*
SBR	0	0	160		410	
EBL	2	3400	520	.15*	390	.11*
EBT	1	1700	50	.11	30	.09
EBR	0	0	130		120	
WBL	1	1700	30	.02	40	.02
WBT	1	1700	20	.01*	40	.02*
WBR	1	1700	140	.08	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.74**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	150	.09*
NBT	5	8500	2200	.26	2430	.29
NBR	0	0	10		30	
SBL	1	1700	100	.06	190	.11
SBT	4	6800	2300	.34*	3370	.50*
SBR	1	1700	160	.09	450	.26
EBL	3	5100	530	.10	500	.10*
EBT	1	1700	60	.11*	30	.08
EBR	0	0	130		110	
WBL	1	1700	30	.02*	60	.04
WBT	1	1700	20	.01	50	.03*
WBR	1	1700	160	.09	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.77**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	150	.09*
NBT	5	8500	2320	.27	2470	.29
NBR	0	0	10		30	
SBL	1	1700	100	.06	200	.12
SBT	4	6800	2320	.34*	3470	.51*
SBR	1	1700	160	.09	460	.27
EBL	3	5100	540	.11	500	.10*
EBT	1	1700	60	.11*	30	.08
EBR	0	0	130		110	
WBL	1	1700	30	.02*	60	.04
WBT	1	1700	20	.01	50	.03*
WBR	1	1700	160	.09	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.78**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	150	.09*
NBT	5	8500	2200	.26	2410	.29
NBR	0	0	10		30	
SBL	1	1700	100	.06	180	.11
SBT	4	6800	2270	.33*	3300	.49*
SBR	1	1700	160	.09	440	.26
EBL	3	5100	530	.10	490	.10*
EBT	1	1700	60	.11*	30	.08
EBR	0	0	130		110	
WBL	1	1700	30	.02*	60	.04
WBT	1	1700	20	.01	50	.03*
WBR	1	1700	160	.09	140	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.76**

44. Harbor & Gisler

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	150	.09*
NBT	5	8500	2320	.27	2450	.29
NBR	0	0	10		30	
SBL	1	1700	100	.06	190	.11
SBT	4	6800	2290	.34*	3410	.50*
SBR	1	1700	160	.09	450	.26
EBL	3	5100	540	.11	490	.10*
EBT	1	1700	60	.11*	30	.08
EBR	0	0	130		110	
WBL	1	1700	30	.02*	60	.04
WBT	1	1700	20	.01	50	.03*
WBR	1	1700	160	.09	140	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.77**

45. Harbor & Date

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	40	.02*
NBT	4	6800	2080	.31*	2210	.33
NBR	0	0	0		0	
SBL	1	1700	50	.03*	50	.03
SBT	4	6800	2010	.30	2490	.38*
SBR	0	0	30		60	
EBL	0	0	40		40	
EBT	1	1700	0	.05*	0	.05*
EBR	0	0	50		50	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.50**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03*
NBT	4	6800	2330	.34*	2550	.38
NBR	0	0	0		0	
SBL	1	1700	50	.03*	50	.03
SBT	4	6800	2380	.35	2930	.44*
SBR	0	0	30		70	
EBL	0	0	40		40	
EBT	1	1700	0	.05*	0	.06*
EBR	0	0	50		70	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.58**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03*
NBT	4	6800	2450	.36*	2590	.38
NBR	0	0	0		0	
SBL	1	1700	50	.03*	50	.03
SBT	4	6800	2400	.36	3030	.46*
SBR	0	0	30		70	
EBL	0	0	40		40	
EBT	1	1700	0	.05*	0	.06*
EBR	0	0	50		70	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.60**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03*
NBT	4	6800	2320	.34*	2540	.37
NBR	0	0	0		0	
SBL	1	1700	50	.03*	50	.03
SBT	4	6800	2350	.35	2870	.43*
SBR	0	0	30		70	
EBL	0	0	50		40	
EBT	1	1700	0	.06*	0	.06*
EBR	0	0	50		60	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.57**

45. Harbor & Date

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03*
NBT	4	6800	2440	.36*	2580	.38
NBR	0	0	0		0	
SBL	1	1700	50	.03*	50	.03
SBT	4	6800	2370	.35	2980	.45*
SBR	0	0	30		70	
EBL	0	0	50		40	
EBT	1	1700	0	.06*	0	.06*
EBR	0	0	50		60	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.59**

46. Harbor & Nutmeg

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	40	.02
NBT	4	6800	1890	.28*	2150	.32*
NBR	1	1700	100	.06	150	.09
SBL	2	3400	110	.03*	200	.06*
SBT	4	6800	1880	.28	2170	.33
SBR	0	0	40		60	
EBL	0	0	60	{.04}*	70	
EBT	1	1700	10	.04	20	.05*
EBR	1	1700	40	.02	40	.02
WBL	0	0	20		120	{.07}*
WBT	1	1700	10	.02*	10	.08
WBR	1	1700	90	.05	130	.08
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.55**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	4	6800	2130	.31	2490	.37
NBR	1	1700	100	.06	160	.09
SBL	2	3400	100	.03	190	.06
SBT	4	6800	2240	.34*	2580	.40*
SBR	0	0	60		110	
EBL	0	0	70		110	
EBT	1	1700	10	.05*	20	.08*
EBR	1	1700	50	.03	60	.04
WBL	0	0	20	{.01}*	130	{.08}*
WBT	1	1700	10	.02	10	.08
WBR	1	1700	90	.05	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.66**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	4	6800	2250	.33*	2530	.37
NBR	1	1700	100	.06	160	.09
SBL	2	3400	100	.03*	190	.06
SBT	4	6800	2260	.34	2680	.41*
SBR	0	0	60		110	
EBL	0	0	70		110	
EBT	1	1700	10	.05*	20	.08*
EBR	1	1700	50	.03	60	.04
WBL	0	0	20	{.01}*	130	{.08}*
WBT	1	1700	10	.02	10	.08
WBR	1	1700	90	.05	120	.07
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.67**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	4	6800	2130	.31	2470	.36
NBR	1	1700	100	.06	160	.09
SBL	2	3400	110	.03	180	.05
SBT	4	6800	2210	.33*	2540	.39*
SBR	0	0	60		110	
EBL	0	0	70		110	
EBT	1	1700	10	.05*	20	.08*
EBR	1	1700	50	.03	60	.04
WBL	0	0	20	{.01}*	130	{.08}*
WBT	1	1700	10	.02	10	.08
WBR	1	1700	80	.05	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.65**

46. Harbor & Nutmeg

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	4	6800	2250	.33*	2510	.37
NBR	1	1700	100	.06	160	.09
SBL	2	3400	110	.03*	180	.05
SBT	4	6800	2230	.34	2640	.40*
SBR	0	0	60		110	
EBL	0	0	70		110	
EBT	1	1700	10	.05*	20	.08*
EBR	1	1700	50	.03	60	.04
WBL	0	0	20	{.01}*	130	{.08}*
WBT	1	1700	10	.02	10	.08
WBR	1	1700	80	.05	120	.07
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.66**

47. Fairview & Paularino

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1490	.31*	1480	.31*
NBR	0	0	110		120	
SBL	1	1700	110	.06*	160	.09*
SBT	3	5100	1450	.28	1750	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	70	.04*	60	.04*
WBT	0	0	0		0	
WBR	1	1700	170	.10	100	.06
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.49**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1930	.40*	1730	.37
NBR	0	0	110		150	
SBL	1	1700	110	.06*	150	.09
SBT	3	5100	1510	.30	2360	.46*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	80	.05*	70	.04*
WBT	0	0	0		0	
WBR	1	1700	180	.11	160	.09
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.55**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1980	.41*	1740	.37
NBR	0	0	110		150	
SBL	1	1700	110	.06*	150	.09
SBT	3	5100	1530	.30	2430	.48*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	80	.05*	70	.04*
WBT	0	0	0		0	
WBR	1	1700	190	.11	160	.09
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.57**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1810	.38*	1630	.35
NBR	0	0	110		140	
SBL	1	1700	100	.06*	150	.09
SBT	3	5100	1510	.30	2280	.45*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	80	.05*	70	.04*
WBT	0	0	0		0	
WBR	1	1700	180	.11	210	.12
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.54**

47. Fairview & Paularino

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1860	.39*	1650	.35
NBR	0	0	110		140	
SBL	1	1700	100	.06*	150	.09
SBT	3	5100	1530	.30	2350	.46*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	80	.05*	70	.04*
WBT	0	0	0		0	
WBR	1	1700	190	.11	210	.12
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.55**

48. Bear & Paularino

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	40	.02
NBT	3	5100	490	.14*	1300	.29*
NBR	0	0	220		180	
SBL	1	1700	80	.05*	150	.09*
SBT	3	5100	570	.11	980	.20
SBR	0	0	10		20	
EBL	1	1700	10	.01	20	.01
EBT	1	1700	20	.04*	20	.04*
EBR	0	0	50		40	
WBL	1	1700	130	.08*	310	.18*
WBT	1	1700	10	.01	30	.02
WBR	1	1700	40	.02	180	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.65**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	550	.16*	1340	.30*
NBR	0	0	280	.16	180	
SBL	1	1700	110	.06*	240	.14*
SBT	3	5100	570	.12	1080	.22
SBR	0	0	20		20	
EBL	1	1700	10	.01	20	.01
EBT	1	1700	20	.04*	30	.04*
EBR	0	0	50		30	
WBL	1	1700	160	.09*	380	.22*
WBT	1	1700	10	.01	20	.01
WBR	1	1700	70	.04	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.75**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	560	.16*	1350	.30*
NBR	0	0	280		180	
SBL	1	1700	110	.06*	250	.15*
SBT	3	5100	570	.12	1090	.22
SBR	0	0	20		20	
EBL	1	1700	10	.01	20	.01
EBT	1	1700	20	.04*	30	.04*
EBR	0	0	50		30	
WBL	1	1700	160	.09*	380	.22*
WBT	1	1700	10	.01	20	.01
WBR	1	1700	70	.04	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.76**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	560	.16*	1540	.34*
NBR	0	0	250		180	
SBL	1	1700	120	.07*	270	.16*
SBT	3	5100	590	.12	1170	.23
SBR	0	0	20		20	
EBL	1	1700	10	.01	20	.01
EBT	1	1700	20	.04*	20	.04*
EBR	0	0	40		40	
WBL	1	1700	150	.09*	280	.16*
WBT	1	1700	10	.01	20	.01
WBR	1	1700	70	.04	250	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.75**

48. Bear & Paularino

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	570	.16*	1550	.34*
NBR	0	0	250		180	
SBL	1	1700	120	.07*	280	.16*
SBT	3	5100	590	.12	1190	.24
SBR	0	0	20		20	
EBL	1	1700	10	.01	20	.01
EBT	1	1700	20	.04*	20	.04*
EBR	0	0	40		40	
WBL	1	1700	150	.09*	280	.16*
WBT	1	1700	10	.01	20	.01
WBR	1	1700	70	.04	250	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.75**

49. Bristol & Paularino

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	70	.04*
NBT	3	5100	750	.16*	1210	.25
NBR	0	0	50		80	
SBL	2	3400	300	.09*	250	.07
SBT	3	5100	910	.18	1390	.30*
SBR	0	0	20		120	
EBL	1	1700	140	.08	110	.06*
EBT	1	1700	180	.12*	150	.12
EBR	0	0	20		60	
WBL	1	1700	70	.04*	180	.11
WBT	1	1700	50	.03	330	.19*
WBR	1	1700	160	.09	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.64**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	100	.06*
NBT	3	5100	1140	.25*	1540	.32
NBR	0	0	120		80	
SBL	2	3400	290	.09*	290	.09
SBT	3	5100	1150	.23	1730	.37*
SBR	0	0	20		150	
EBL	1	1700	160	.09	130	.08*
EBT	1	1700	220	.15*	180	.18
EBR	0	0	30		130	
WBL	2	3400	140	.04*	340	.10
WBT	1	1700	70	.04	390	.23*
WBR	1	1700	140	.08	480	.28
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.79**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	100	.06*
NBT	3	5100	1150	.25*	1550	.32
NBR	0	0	120		80	
SBL	2	3400	290	.09*	290	.09
SBT	3	5100	1150	.23	1750	.37*
SBR	0	0	20		150	
EBL	1	1700	160	.09	130	.08*
EBT	1	1700	220	.15*	180	.19
EBR	0	0	30		140	
WBL	2	3400	140	.04*	340	.10
WBT	1	1700	70	.04	390	.23*
WBR	1	1700	140	.08	480	.28
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.79**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	90	.05*
NBT	3	5100	1160	.24*	1380	.28
NBR	0	0	40		60	
SBL	2	3400	280	.08*	120	.04
SBT	3	5100	1140	.23	1940	.40*
SBR	0	0	20		110	
EBL	1	1700	150	.09	120	.07*
EBT	1	1700	190	.14*	160	.20
EBR	0	0	40		180	
WBL	2	3400	90	.03*	20	.01
WBT	1	1700	60	.04	350	.21*
WBR	1	1700	140	.08	440	.26
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.78**

49. Bristol & Paularino

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	90	.05*
NBT	3	5100	1170	.24*	1390	.28
NBR	0	0	40		60	
SBL	2	3400	280	.08*	120	.04
SBT	3	5100	1140	.23	1960	.41*
SBR	0	0	20		110	
EBL	1	1700	150	.09	120	.07*
EBT	1	1700	190	.14*	160	.21
EBR	0	0	40		190	
WBL	2	3400	90	.03*	20	.01
WBT	1	1700	60	.04	350	.21*
WBR	1	1700	140	.08	440	.26
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.79**

51. SR-55 SB Ramps & Paularino

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	400		130	
SBT	2	3400	670	.38*	620	.31*
SBR	0	0	210		290	
EBL	0	0	0		0	
EBT	2	3400	770	.26*	400	.17*
EBR	0	0	130		170	
WBL	1	1700	40	.02*	180	.11*
WBT	2	3400	180	.05	690	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.64**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	470		160	
SBT	2	3400	670	.34*	710	.26*
SBR	1	1700	260	.15	450	.26
EBL	0	0	0		0	
EBT	2	3400	900	.30*	430	.18*
EBR	0	0	130		190	
WBL	1	1700	30	.02*	260	.15*
WBT	2	3400	190	.06	810	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.64**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	470		160	
SBT	2	3400	670	.34*	710	.26*
SBR	1	1700	260	.15	450	.26
EBL	0	0	0		0	
EBT	2	3400	900	.30*	430	.18*
EBR	0	0	130		190	
WBL	1	1700	30	.02*	260	.15*
WBT	2	3400	190	.06	810	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.64**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	470		210	
SBT	2	3400	770	.36*	960	.34*
SBR	1	1700	210	.12	250	.15
EBL	0	0	0		0	
EBT	2	3400	780	.27*	350	.11
EBR	0	0	130		30	
WBL	1	1700	30	.02*	150	.09
WBT	2	3400	190	.06	770	.23*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.62**

51. SR-55 SB Ramps & Paularino

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	470		210	
SBT	2	3400	770	.36*	960	.34*
SBR	1	1700	210	.12	250	.15
EBL	0	0	0		0	
EBT	2	3400	780	.27*	350	.11
EBR	0	0	130		30	
WBL	1	1700	30	.02*	150	.09
WBT	2	3400	190	.06	770	.23*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.62**

52. SR-55 NB Ramps & Paularino

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		120		150	
NBT	1.5	3400	870	.34*	580	.24*
NBR	0		160		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	350	.21*	220	.13*
EBT	2	3400	830	.24	340	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	110	.06*	700	.29*
WBR	0	0	120	.07	280	
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.71**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		120		160	
NBT	1.5	3400	1080	.41*	710	.28*
NBR	0		180		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	340	.20	250	.15*
EBT	2	3400	1050	.31*	380	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	120	.04	900	.26*
WBR	1	1700	130	.08	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.74**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		120		160	
NBT	1.5	3400	1080	.41*	710	.28*
NBR	0		180		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	340	.20	250	.15*
EBT	2	3400	1050	.31*	380	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	120	.04	910	.27*
WBR	1	1700	130	.08	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.75**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		120		150	
NBT	1.5	3400	1090	.41*	710	.28*
NBR	0		180		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	400	.24*	240	.14*
EBT	2	3400	860	.25	360	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	110	.03*	770	.23*
WBR	1	1700	130	.08	290	.17
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.70**

52. SR-55 NB Ramps & Paularino

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		120		150	
NBT	1.5	3400	1090	.41*	710	.28*
NBR	0		180		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	400	.24*	240	.14*
EBT	2	3400	860	.25	360	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	110	.03*	770	.23*
WBR	1	1700	130	.08	290	.17
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.70**

53. Redhill & Paularino

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	130	.04*
NBT	2	3400	800	.24*	790	.24
NBR	0	0	20		10	
SBL	1	1700	30	.02*	20	.01
SBT	2	3400	340	.12	830	.31*
SBR	0	0	60		220	
EBL	1	1700	180	.11*	120	.07*
EBT	2	3400	240	.10	70	.04
EBR	0	0	110		60	
WBL	1	1700	10	.01	20	.01
WBT	2	3400	30	.01*	280	.09*
WBR	0	0	10		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.56**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03	130	.04*
NBT	2	3400	1030	.31*	900	.27
NBR	0	0	20		10	
SBL	1	1700	30	.02*	10	.01
SBT	2	3400	370	.13	990	.36*
SBR	0	0	80		240	
EBL	1	1700	290	.17*	140	.08*
EBT	2	3400	270	.12	60	.04
EBR	0	0	140		80	.05
WBL	1	1700	10	.01	50	.03
WBT	2	3400	40	.01*	460	.15*
WBR	0	0	10		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.68**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03	130	.04*
NBT	2	3400	1040	.31*	910	.27
NBR	0	0	20		10	
SBL	1	1700	30	.02*	10	.01
SBT	2	3400	370	.13	1000	.36*
SBR	0	0	80		240	
EBL	1	1700	290	.17*	140	.08*
EBT	2	3400	270	.12	60	.04
EBR	0	0	140		80	.05
WBL	1	1700	10	.01	50	.03
WBT	2	3400	40	.01*	460	.15*
WBR	0	0	10		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.68**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	120	.04*
NBT	2	3400	1210	.36*	940	.28
NBR	0	0	20		10	
SBL	1	1700	30	.02*	10	.01
SBT	2	3400	370	.13	1190	.38*
SBR	0	0	80		110	
EBL	1	1700	170	.10	120	.07*
EBT	2	3400	260	.12*	60	.04
EBR	0	0	140		70	.04
WBL	1	1700	10	.01*	100	.06
WBT	2	3400	30	.01	470	.16*
WBR	0	0	10		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.70**

53. Redhill & Paularino

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	120	.04*
NBT	2	3400	1220	.36*	950	.28
NBR	0	0	20		10	
SBL	1	1700	30	.02*	10	.01
SBT	2	3400	370	.13	1200	.39*
SBR	0	0	80		110	
EBL	1	1700	170	.10	120	.07*
EBT	2	3400	260	.12*	60	.04
EBR	0	0	140		70	.04
WBL	1	1700	10	.01*	100	.06
WBT	2	3400	30	.01	470	.16*
WBR	0	0	10		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.71**

54. Bear & SR 73 NB Ramps

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	190	.11*
NBT	2	3400	260	.08	510	.15
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	560	.13*	1030	.26*
SBR	0	0	90		310	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	140	.08*	240	.14*
WBT	0	0	0		0	
WBR	2	3400	480	.14	940	.28
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.31**		**.56**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	250	.15*
NBT	2	3400	330	.10	600	.18
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	560	.13*	1140	.30*
SBR	0	0	110		370	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	220	.13*
WBT	0	0	0		0	
WBR	2	3400	530	.16	890	.26
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.63**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	250	.15*
NBT	2	3400	330	.10	600	.18
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	560	.13*	1150	.30*
SBR	0	0	110		370	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	220	.13*
WBT	0	0	0		0	
WBR	2	3400	540	.16	900	.26
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.63**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	450	.26*
NBT	2	3400	260	.08	750	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	580	.13*	1230	.29*
SBR	0	0	100		260	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	40	.02*	140	.08*
WBT	0	0	0		0	
WBR	2	3400	580	.17	920	.27
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.68**

54. Bear & SR 73 NB Ramps

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	450	.26*
NBT	2	3400	260	.08	750	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	580	.13*	1250	.30*
SBR	0	0	100		260	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	40	.02*	140	.08*
WBT	0	0	0		0	
WBR	2	3400	590	.17	930	.27
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.69**

55. Bear & SR-73 SB Ramps

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	230	.13*	540	.20*
NBR	0	0	200		130	
SBL	2	3400	380	.11*	530	.16*
SBT	2	3400	320	.09	650	.19
SBR	0	0	0		0	
EBL	1.5		120	.07*	160	{.08}*
EBT	0	3400	0		0	.08
EBR	0.5		200	.12	110	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.49**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	350	.16*	670	.24*
NBR	0	0	200		130	
SBL	2	3400	350	.10*	580	.17*
SBT	2	3400	360	.11	700	.21
SBR	0	0	0		0	
EBL	1.5		190	.11*	180	.11*
EBT	0	3400	0		0	
EBR	0.5		270	.16	210	.12
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.57**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	360	.16*	670	.24*
NBR	0	0	200		130	
SBL	2	3400	350	.10*	590	.17*
SBT	2	3400	360	.11	710	.21
SBR	0	0	0		0	
EBL	1.5		190	.11*	180	.11*
EBT	0	3400	0		0	
EBR	0.5		270	.16	210	.12
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.57**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	330	.15*	1000	.32*
NBR	0	0	190		90	
SBL	2	3400	360	.11*	680	.20*
SBT	2	3400	280	.08	620	.18
SBR	0	0	0		0	
EBL	1.5		140	.08*	200	{.11}*
EBT	0	3400	0		0	.11
EBR	0.5		340	.20	180	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.68**

55. Bear & SR-73 SB Ramps

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	340	.16*	1000	.32*
NBR	0	0	190		90	
SBL	2	3400	360	.11*	690	.20*
SBT	2	3400	280	.08	630	.19
SBR	0	0	0		0	
EBL	1.5		140	.08*	200	{.11}*
EBT	0	3400	0		0	.11
EBR	0.5		340	.20	180	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.68**

56. Harbor & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	130	.04*
NBT	4	6800	1700	.25*	1760	.26
NBR	1	1700	130	.08	190	.11
SBL	2	3400	170	.05*	240	.07
SBT	4	6800	1530	.23	2330	.34*
SBR	1	1700	170	.10	340	.20
EBL	2	3400	250	.07*	220	.06*
EBT	2	3400	190	.06	180	.05
EBR	d	1700	50	.03	60	.04
WBL	2	3400	180	.05	440	.13
WBT	2	3400	180	.05*	510	.15*
WBR	1	1700	130	.08	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.64**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01	120	.04*
NBT	4	6800	1960	.29*	2080	.31
NBR	1	1700	270	.16	210	.12
SBL	2	3400	190	.06*	300	.09
SBT	4	6800	1860	.27	2710	.40*
SBR	1	1700	170	.10	410	.24
EBL	2	3400	260	.08*	280	.08*
EBT	2	3400	230	.07	230	.07
EBR	d	1700	60	.04	70	.04
WBL	2	3400	180	.05	590	.17
WBT	2	3400	190	.06*	710	.21*
WBR	1	1700	120	.07	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.78**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01	120	.04*
NBT	4	6800	2070	.30*	2120	.31
NBR	1	1700	270	.16	210	.12
SBL	2	3400	190	.06*	300	.09
SBT	4	6800	1880	.28	2800	.41*
SBR	1	1700	170	.10	420	.25
EBL	2	3400	270	.08*	280	.08*
EBT	2	3400	230	.07	230	.07
EBR	d	1700	60	.04	70	.04
WBL	2	3400	180	.05	590	.17
WBT	2	3400	190	.06*	710	.21*
WBR	1	1700	120	.07	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.79**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01	120	.04*
NBT	4	6800	1970	.29*	2080	.31
NBR	1	1700	280	.16	220	.13
SBL	2	3400	180	.05*	300	.09
SBT	4	6800	1840	.27	2720	.40*
SBR	1	1700	160	.09	350	.21
EBL	2	3400	260	.08*	260	.08*
EBT	2	3400	230	.07	230	.07
EBR	d	1700	60	.04	70	.04
WBL	2	3400	180	.05	600	.18
WBT	2	3400	190	.06*	760	.22*
WBR	1	1700	110	.06	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.79**

56. Harbor & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01	120	.04*
NBT	4	6800	2080	.31*	2120	.31
NBR	1	1700	280	.16	220	.13
SBL	2	3400	180	.05*	300	.09
SBT	4	6800	1860	.27	2810	.41*
SBR	1	1700	160	.09	360	.21
EBL	2	3400	270	.08*	260	.08*
EBT	2	3400	230	.07	230	.07
EBR	d	1700	60	.04	70	.04
WBL	2	3400	180	.05	600	.18
WBT	2	3400	190	.06*	760	.22*
WBR	1	1700	110	.06	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.80**

57. College & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	130	.08*
NBT	1	1700	0	.09*	0	.05
NBR	0	0	160		80	
SBL	1	1700	30	.02*	90	.05
SBT	1	1700	0	.02	0	.03*
SBR	0	0	40		50	
EBL	1	1700	20	.01	20	.01*
EBT	2	3400	480	.14*	510	.15
EBR	1	1700	50	.03	80	.05
WBL	1	1700	60	.04*	80	.05
WBT	2	3400	440	.14	1170	.35*
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.52**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	200	.12*
NBT	1	1700	0	.11*	0	.05
NBR	0	0	180		80	
SBL	1	1700	40	.02*	130	.08
SBT	1	1700	0	.02	0	.02*
SBR	0	0	30		40	
EBL	1	1700	20	.01	20	.01*
EBT	2	3400	710	.21*	590	.17
EBR	1	1700	50	.03	110	.06
WBL	1	1700	70	.04*	90	.05
WBT	2	3400	480	.16	1460	.45*
WBR	0	0	50		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.65**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	200	.12*
NBT	1	1700	0	.11*	0	.05
NBR	0	0	180		80	
SBL	1	1700	40	.02*	140	.08
SBT	1	1700	0	.02	0	.02*
SBR	0	0	30		40	
EBL	1	1700	20	.01	20	.01*
EBT	2	3400	710	.21*	590	.17
EBR	1	1700	50	.03	110	.06
WBL	1	1700	70	.04*	90	.05
WBT	2	3400	480	.16	1460	.45*
WBR	0	0	50		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.65**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	200	.12*
NBT	1	1700	0	.11*	0	.05
NBR	0	0	190		80	
SBL	1	1700	40	.02*	110	.06
SBT	1	1700	0	.02	0	.02*
SBR	0	0	30		40	
EBL	1	1700	20	.01	20	.01*
EBT	2	3400	720	.21*	590	.17
EBR	1	1700	50	.03	110	.06
WBL	1	1700	70	.04*	90	.05
WBT	2	3400	480	.16	1540	.47*
WBR	0	0	50		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.67**

57. College & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	200	.12*
NBT	1	1700	0	.11*	0	.05
NBR	0	0	190		80	
SBL	1	1700	40	.02*	120	.07
SBT	1	1700	0	.02	0	.02*
SBR	0	0	30		40	
EBL	1	1700	20	.01	20	.01*
EBT	2	3400	720	.21*	590	.17
EBR	1	1700	50	.03	110	.06
WBL	1	1700	70	.04*	90	.05
WBT	2	3400	480	.16	1540	.47*
WBR	0	0	50		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.67**

58. Fairview & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	240	.07
NBT	3	5100	1230	.24*	1130	.22*
NBR	1	1700	600	.35	460	.27
SBL	2	3400	270	.08*	250	.07*
SBT	4	6800	1060	.16	1180	.17
SBR	1	1700	210	.12	370	.22
EBL	2	3400	200	.06	240	.07
EBT	2	3400	400	.12*	510	.15*
EBR	1	1700	120	.07	160	.09
WBL	2	3400	270	.08*	620	.18*
WBT	3	5100	230	.05	1240	.24
WBR	1	1700	140	.08	200	.12
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.67**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04	230	.07
NBT	3	5100	1600	.31*	1440	.28*
NBR	1	1700	780	.46	520	.31
SBL	2	3400	280	.08*	300	.09*
SBT	4	6800	1130	.17	1670	.25
SBR	1	1700	190	.11	430	.25
EBL	2	3400	330	.10	260	.08*
EBT	2	3400	520	.15*	620	.18
EBR	1	1700	130	.08	150	.09
WBL	2	3400	390	.11*	530	.16
WBT	3	5100	320	.06	1600	.31*
WBR	1	1700	90	.05	130	.08
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.81**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04	230	.07
NBT	3	5100	1650	.32*	1450	.28*
NBR	1	1700	790	.46	520	.31
SBL	2	3400	280	.08*	300	.09*
SBT	4	6800	1150	.17	1730	.25
SBR	1	1700	190	.11	430	.25
EBL	2	3400	330	.10	260	.08*
EBT	2	3400	520	.15*	620	.18
EBR	1	1700	130	.08	160	.09
WBL	2	3400	390	.11*	540	.16
WBT	3	5100	320	.06	1600	.31*
WBR	1	1700	90	.05	130	.08
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.81**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04	240	.07
NBT	3	5100	1490	.29*	1410	.28*
NBR	1	1700	870	.51	550	.32
SBL	2	3400	280	.08*	300	.09*
SBT	4	6800	1130	.17	1580	.23
SBR	1	1700	180	.11	450	.26
EBL	2	3400	330	.10	250	.07*
EBT	2	3400	550	.16*	640	.19
EBR	1	1700	130	.08	150	.09
WBL	2	3400	420	.12*	650	.19
WBT	3	5100	320	.06	1660	.33*
WBR	1	1700	90	.05	60	.04
Right Turn Adjustment			NBR	.13*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.82**

58. Fairview & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04	240	.07
NBT	3	5100	1540	.30*	1430	.28*
NBR	1	1700	880	.52	550	.32
SBL	2	3400	280	.08*	300	.09*
SBT	4	6800	1150	.17	1640	.24
SBR	1	1700	180	.11	450	.26
EBL	2	3400	330	.10	250	.07*
EBT	2	3400	550	.16*	640	.19
EBR	1	1700	130	.08	160	.09
WBL	2	3400	420	.12*	660	.19
WBT	3	5100	320	.06	1660	.33*
WBR	1	1700	90	.05	60	.04
Right Turn Adjustment			NBR	.13*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**.82**

59. Coolidge & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	60	.04*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	80	.05	50	.03
EBL	1	1700	30	.02	50	.03*
EBT	2	3400	1150	.34*	930	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	620	.19	1820	.55*
WBR	0	0	30		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.65**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	70	.04*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	100	.06	50	.03
EBL	1	1700	30	.02	20	.01*
EBT	2	3400	1450	.43*	1180	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	750	.24	2020	.63*
WBR	0	0	50		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.71**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	70	.04*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	100	.06	50	.03
EBL	1	1700	30	.02	20	.01*
EBT	2	3400	1460	.43*	1180	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	750	.24	2030	.63*
WBR	0	0	60		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.71**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	70	.04*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	100	.06	50	.03
EBL	1	1700	30	.02	20	.01*
EBT	2	3400	1560	.46*	1210	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	800	.25	2140	.68*
WBR	0	0	50		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.76**

59. Coolidge & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	70	.04*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	100	.06	50	.03
EBL	1	1700	30	.02	20	.01*
EBT	2	3400	1570	.46*	1210	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	800	.25	2150	.68*
WBR	0	0	60		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.76**

60. Mendoza & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	90		80	
NBT	1	1700	0	.12*	0	.09*
NBR	0	0	110		70	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	910	.29*	800	.30
EBR	0	0	60		210	
WBL	1	1700	30	.02*	80	.05
WBT	2	3400	480	.14	1570	.46*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	80		90	
NBT	1	1700	0	.12*	0	.10*
NBR	0	0	120		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1210	.37*	1100	.39
EBR	0	0	60		210	
WBL	1	1700	30	.02*	80	.05
WBT	2	3400	730	.21	1840	.54*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.69**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	90		90	
NBT	1	1700	0	.12*	0	.10*
NBR	0	0	120		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1220	.38*	1100	.39
EBR	0	0	60		210	
WBL	1	1700	30	.02*	80	.05
WBT	2	3400	730	.21	1850	.54*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.69**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	80		80	
NBT	1	1700	0	.12*	0	.09*
NBR	0	0	120		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1320	.41*	1140	.39
EBR	0	0	60		200	
WBL	1	1700	30	.02*	80	.05
WBT	2	3400	770	.23	2000	.59*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.73**

60. Mendoza & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	90		80	
NBT	1	1700	0	.12*	0	.09*
NBR	0	0	120		80	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1330	.41*	1140	.39
EBR	0	0	60		200	
WBL	1	1700	30	.02*	80	.05
WBT	2	3400	770	.23	2010	.59*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.73**

61. Babb & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	1	1700	180	.11*	50	.03*
SBT	0	0	10		10	
SBR	1	1700	40	.02	30	.02
EBL	1	1700	30	.02	40	.02*
EBT	2	3400	1200	.36*	860	.26
EBR	0	0	10		10	
WBL	1	1700	10	.01*	10	.01
WBT	2	3400	430	.13	1890	.56*
WBR	1	1700	160	.09	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.68**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	1	1700	180	.11*	70	.04*
SBT	0	0	10		10	
SBR	1	1700	40	.02	30	.02
EBL	1	1700	30	.02	40	.02*
EBT	2	3400	1530	.45*	1180	.35
EBR	0	0	10		10	
WBL	1	1700	10	.01*	10	.01
WBT	2	3400	670	.20	2170	.64*
WBR	1	1700	160	.09	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.77**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	1	1700	180	.11*	70	.04*
SBT	0	0	10		10	
SBR	1	1700	40	.02	30	.02
EBL	1	1700	30	.02	40	.02*
EBT	2	3400	1540	.46*	1180	.35
EBR	0	0	10		10	
WBL	1	1700	10	.01*	10	.01
WBT	2	3400	670	.20	2180	.64*
WBR	1	1700	160	.09	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.77**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	1	1700	170	.10*	70	.04*
SBT	0	0	10		10	
SBR	1	1700	40	.02	30	.02
EBL	1	1700	30	.02	40	.02*
EBT	2	3400	1650	.49*	1220	.36
EBR	0	0	10		10	
WBL	1	1700	10	.01*	10	.01
WBT	2	3400	720	.21	2350	.69*
WBR	1	1700	160	.09	240	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.82**

61. Babb & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	10	.02*	10	.02*
NBR	0	0	10		10	
SBL	1	1700	170	.10*	70	.04*
SBT	0	0	10		10	
SBR	1	1700	40	.02	30	.02
EBL	1	1700	30	.02	40	.02*
EBT	2	3400	1660	.49*	1220	.36
EBR	0	0	10		10	
WBL	1	1700	10	.01*	10	.01
WBT	2	3400	720	.21	2360	.69*
WBR	1	1700	160	.09	240	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.82**

62. Milbro & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1700	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	1440	.43*	910	.27
EBR	0	0	10		10	
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	650	.13	2070	.41*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.50**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1700	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	1780	.53*	1250	.37
EBR	0	0	10		10	
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	890	.18	2430	.48*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.57**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1700	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	1790	.53*	1250	.37
EBR	0	0	10		10	
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	890	.18	2440	.48*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.57**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1700	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	1890	.56*	1300	.39
EBR	0	0	10		10	
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	940	.19	2640	.52*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.61**

62. Milbro & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1700	10	.02*	10	.02*
SBR	0	0	10		10	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	1900	.56*	1300	.39
EBR	0	0	10		10	
WBL	1	1700	10	.01*	20	.01
WBT	3	5100	940	.19	2650	.52*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.61**

63. Bear & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	210	.12*
NBT	1	1700	80	.05	160	.09
NBR	1	1700	20	.01	10	.01
SBL	2	3400	170	.05	130	.04
SBT	1	1700	190	.11*	120	.07*
SBR	2	3400	220	.06	400	.12
EBL	2	3400	310	.09	270	.08*
EBT	2	3400	800	.29*	550	.19
EBR	0	0	170		100	
WBL	1	1700	20	.01*	20	.01
WBT	3	5100	310	.06	1150	.23*
WBR	1	1700	80	.05	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.55**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	280	.16*
NBT	1	1700	90	.05	250	.15
NBR	1	1700	30	.02	10	.01
SBL	2	3400	230	.07	200	.06
SBT	1	1700	220	.13*	150	.09*
SBR	2	3400	240	.07	430	.13
EBL	2	3400	290	.09	340	.10*
EBT	2	3400	1090	.38*	750	.26
EBR	0	0	210		150	
WBL	1	1700	20	.01*	20	.01
WBT	3	5100	490	.10	1370	.27*
WBR	1	1700	200	.12	170	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.67**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	280	.16*
NBT	1	1700	90	.05	250	.15
NBR	1	1700	30	.02	10	.01
SBL	2	3400	230	.07	200	.06
SBT	1	1700	220	.13*	150	.09*
SBR	2	3400	240	.07	440	.13
EBL	2	3400	290	.09	340	.10*
EBT	2	3400	1100	.39*	750	.26
EBR	0	0	210		150	
WBL	1	1700	20	.01*	20	.01
WBT	3	5100	490	.10	1370	.27*
WBR	1	1700	200	.12	170	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.67**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10*
NBT	1	1700	90	.05	180	.11
NBR	1	1700	30	.02	10	.01
SBL	2	3400	290	.09	210	.06
SBT	1	1700	230	.14*	160	.09*
SBR	2	3400	160	.05	320	.09
EBL	2	3400	250	.07	340	.10*
EBT	3	5100	1260	.28*	800	.18
EBR	0	0	180		140	
WBL	1	1700	20	.01*	20	.01
WBT	3	5100	620	.12	1780	.35*
WBR	1	1700	210	.12	500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.69**

63. Bear & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10*
NBT	1	1700	90	.05	180	.11
NBR	1	1700	30	.02	10	.01
SBL	2	3400	290	.09	210	.06
SBT	1	1700	230	.14*	160	.09*
SBR	2	3400	160	.05	330	.10
EBL	2	3400	250	.07	340	.10*
EBT	3	5100	1270	.28*	800	.18
EBR	0	0	180		140	
WBL	1	1700	20	.01*	20	.01
WBT	3	5100	620	.12	1790	.35*
WBR	1	1700	210	.12	500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.69**

64. Bristol & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	200	.06
NBT	3	5100	470	.09*	900	.18*
NBR	1	1700	220	.13	250	.15
SBL	2	3400	370	.11*	500	.15*
SBT	3	5100	640	.13	850	.17
SBR	1	1700	160	.09	550	.32
EBL	2	3400	280	.08	280	.08*
EBT	2	3400	840	.26*	430	.16
EBR	0	0	60		100	
WBL	2	3400	180	.05*	260	.08
WBT	2	3400	290	.09	940	.28*
WBR	1	1700	260	.15	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.74**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	210	.06
NBT	3	5100	760	.15*	1180	.23*
NBR	1	1700	280	.16	310	.18
SBL	2	3400	450	.13*	530	.16*
SBT	3	5100	770	.15	1300	.25
SBR	1	1700	260	.15	680	.40
EBL	2	3400	480	.14	340	.10*
EBT	2	3400	1050	.34*	600	.21
EBR	0	0	90		120	
WBL	2	3400	180	.05*	400	.12
WBT	2	3400	430	.13	1040	.31*
WBR	1	1700	320	.19	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.85**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	210	.06
NBT	3	5100	770	.15*	1190	.23*
NBR	1	1700	280	.16	310	.18
SBL	2	3400	450	.13*	530	.16*
SBT	3	5100	770	.15	1320	.26
SBR	1	1700	260	.15	680	.40
EBL	2	3400	480	.14	340	.10*
EBT	2	3400	1050	.34*	600	.21
EBR	0	0	90		120	
WBL	2	3400	180	.05*	400	.12
WBT	2	3400	430	.13	1040	.31*
WBR	1	1700	320	.19	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.85**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	420	.12
NBT	3	5100	770	.15*	1030	.20*
NBR	1	1700	290	.17	310	.18
SBL	2	3400	460	.14*	620	.18*
SBT	3	5100	780	.15	1240	.24
SBR	1	1700	200	.12	390	.23
EBL	2	3400	420	.12	360	.11*
EBT	3	5100	1380	.29*	640	.15
EBR	0	0	90		120	
WBL	2	3400	200	.06*	420	.12
WBT	3	5100	640	.13	1810	.35*
WBR	1	1700	300	.18	320	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.89**

64. Bristol & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	420	.12
NBT	3	5100	780	.15*	1040	.20*
NBR	1	1700	290	.17	310	.18
SBL	2	3400	460	.14*	620	.18*
SBT	3	5100	780	.15	1260	.25
SBR	1	1700	200	.12	390	.23
EBL	2	3400	420	.12	360	.11*
EBT	3	5100	1390	.29*	640	.15
EBR	0	0	90		120	
WBL	2	3400	200	.06*	420	.12
WBT	3	5100	640	.13	1810	.35*
WBR	1	1700	300	.18	320	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.89**

65. SR-55 SB Ramps & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		430	.25	80	
SBT	1.5	3400	140	.25*	400	.28*
SBR	0		280		520	.31
EBL	0	0	0		0	
EBT	2	3400	1050	.31*	500	.15*
EBR	1	1700	220	.13	330	.19
WBL	1	1700	80	.05*	280	.16*
WBT	2	3400	420	.12	960	.28
WBR	0	0	0		0	
Right Turn Adjustment					Multi	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.69**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		430	.25*	90	
SBT	1.5	3400	130	.08	480	.17*
SBR	1	1700	280	.16	630	.37
EBL	0	0	0		0	
EBT	2	3400	1290	.38*	650	.19*
EBR	1	1700	280	.16	390	.23
WBL	1	1700	80	.05*	310	.18*
WBT	2	3400	640	.19	1100	.32
WBR	0	0	0		0	
Right Turn Adjustment					Multi	.20*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.79**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		430	.25*	90	
SBT	1.5	3400	130	.08	480	.17*
SBR	1	1700	280	.16	630	.37
EBL	0	0	0		0	
EBT	2	3400	1290	.38*	650	.19*
EBR	1	1700	280	.16	390	.23
WBL	1	1700	80	.05*	310	.18*
WBT	2	3400	640	.19	1100	.32
WBR	0	0	0		0	
Right Turn Adjustment					Multi	.20*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.79**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		440	.26*	90	
SBT	1.5	3400	130	.08	230	.09*
SBR	1	1700	380	.22	670	.39
EBL	0	0	0		0	
EBT	3	5100	1610	.32*	700	.14*
EBR	1	1700	300	.18	420	.25
WBL	1	1700	80	.05*	300	.18*
WBT	3	5100	740	.15	1640	.32
WBR	0	0	0		0	
Right Turn Adjustment					Multi	.41*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.87**

65. SR-55 SB Ramps & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		440	.26*	90	
SBT	1.5	3400	130	.08	230	.09*
SBR	1	1700	380	.22	670	.39
EBL	0	0	0		0	
EBT	3	5100	1620	.32*	700	.14*
EBR	1	1700	300	.18	420	.25
WBL	1	1700	80	.05*	300	.18*
WBT	3	5100	740	.15	1640	.32
WBR	0	0	0		0	
Right Turn Adjustment					Multi	.41*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.87**

66. SR-55 NB Ramps & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		270		260	
NBT	1.5	3400	320	.28*	310	.24*
NBR	0		360		230	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	460	.27*	290	.17*
EBT	2	3400	1010	.30	320	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	240	.07*	970	.29*
WBR	1	1700	120	.07	260	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.75**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		410	{.23}*	280	{.16}*
NBT	1.5	5100	360	.23	300	.16
NBR	0		410	.24	220	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	580	.17	420	.12*
EBT	2	3400	1120	.33*	360	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	320	.09	1110	.33*
WBR	1	1700	190	.11	280	.16
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.66**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		410	{.23}*	280	{.16}*
NBT	1.5	5100	360	.23	300	.16
NBR	0		420	.25	230	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	580	.17	420	.12*
EBT	2	3400	1120	.33*	360	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	320	.09	1110	.33*
WBR	1	1700	190	.11	280	.16
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.66**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		480	{.25}*	400	{.18}*
NBT	1.5	5100	360	.25	310	.18
NBR	0		420		230	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	590	.17	420	.12*
EBT	3	5100	1420	.28*	430	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	350	.07	1500	.29*
WBR	1	1700	190	.11	270	.16
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.64**

66. SR-55 NB Ramps & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		480	{.25}*	400	{.19}*
NBT	1.5	5100	360	.25	310	.19
NBR	0		430	.25	240	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	590	.17	420	.12*
EBT	3	5100	1420	.28*	430	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	350	.07	1500	.29*
WBR	1	1700	190	.11	270	.16
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.65**

67. Red Hill & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	250	.15*
NBT	2	3400	490	.16*	570	.17
NBR	0	0	40		20	
SBL	1	1700	20	.01*	20	.01
SBT	2	3400	360	.12	500	.24*
SBR	0	0	60		310	
EBL	1.5		370		310	.09*
EBT	1.5	5100	210	.11*	60	.04
EBR	1	1700	150	.09	80	.05
WBL	1	1700	10	.01	30	.02
WBT	2	3400	40	.01*	300	.10*
WBR	0	0	10		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.63**

Note: Assumes E/W Split Phasing

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	270	.16*
NBT	2	3400	650	.21*	650	.20
NBR	0	0	50		20	
SBL	1	1700	20	.01*	20	.01
SBT	2	3400	390	.14	640	.30*
SBR	0	0	80		370	
EBL	1.5		430		340	.10*
EBT	1.5	5100	260	.14*	50	.03
EBR	1	1700	170	.10	90	.05
WBL	1	1700	10	.01	40	.02
WBT	2	3400	40	.02*	340	.11*
WBR	0	0	20		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.72**

Note: Assumes E/W Split Phasing

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	270	.16*
NBT	2	3400	650	.21*	650	.20
NBR	0	0	50		20	
SBL	1	1700	20	.01*	20	.01
SBT	2	3400	390	.14	640	.30*
SBR	0	0	80		370	
EBL	1.5		440		350	.10*
EBT	1.5	5100	260	.14*	50	.03
EBR	1	1700	170	.10	90	.05
WBL	1	1700	10	.01	40	.02
WBT	2	3400	40	.02*	340	.11*
WBR	0	0	20		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.72**

Note: Assumes E/W Split Phasing

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	340	.20*
NBT	2	3400	600	.19	630	.19
NBR	0	0	40		20	
SBL	1	1700	20	.01	20	.01
SBT	2	3400	370	.14*	610	.36*
SBR	0	0	100		630	.37
EBL	1.5		650	.19*	380	.11*
EBT	1.5	5100	310	.18	50	.03
EBR	1	1700	180	.11	100	.06
WBL	1	1700	10	.01	40	.02
WBT	3	5100	40	.01*	370	.08*
WBR	0	0	20		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.80**

Note: Assumes E/W Split Phasing

67. Red Hill & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	340	.20*
NBT	2	3400	600	.19	630	.19
NBR	0	0	40		20	
SBL	1	1700	20	.01	20	.01
SBT	2	3400	370	.14*	610	.36*
SBR	0	0	100		630	.37
EBL	1.5		660	.19*	390	.11*
EBT	1.5	5100	310	.18	50	.03
EBR	1	1700	180	.11	100	.06
WBL	1	1700	10	.01	40	.02
WBT	3	5100	40	.01*	370	.08*
WBR	0	0	20		40	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .46 .80

74. Royal Palm & Baker

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	40	.14*	20	.12*
NBR	0	0	180		170	
SBL	0	0	20	{.01}*	20	{.01}*
SBT	1	1700	20	.03	10	.02
SBR	0	0	10		10	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	330	.10*	240	.07
EBR	0	0	10		10	
WBL	1	1700	50	.03*	200	.12
WBT	1	1700	210	.12	560	.33*
WBR	1	1700	30	.02	50	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.33**		**.52**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	40	.14*	20	.14*
NBR	0	0	190		210	
SBL	0	0	20	{.01}*	30	{.02}*
SBT	1	1700	20	.03	20	.04
SBR	0	0	10		10	
EBL	1	1700	10	.01*	10	.01*
EBT	2	3400	390	.12	300	.09
EBR	0	0	10		10	
WBL	1	1700	50	.03	250	.15
WBT	1	1700	230	.14*	730	.43*
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.65**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	40	.14*	20	.14*
NBR	0	0	190		210	
SBL	0	0	20	{.01}*	30	{.02}*
SBT	1	1700	20	.03	20	.04
SBR	0	0	10		10	
EBL	1	1700	10	.01*	10	.01*
EBT	2	3400	400	.12	300	.09
EBR	0	0	10		10	
WBL	1	1700	50	.03	250	.15
WBT	1	1700	230	.14*	740	.44*
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.66**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	40	.14*	20	.14*
NBR	0	0	190		210	
SBL	0	0	20	{.01}*	30	{.02}*
SBT	1	1700	20	.03	20	.04
SBR	0	0	10		10	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	390	.12*	290	.09
EBR	0	0	10		10	
WBL	1	1700	50	.03*	240	.14
WBT	1	1700	220	.13	730	.43*
WBR	1	1700	30	.02	50	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.65**

74. Royal Palm & Baker

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	40	.14*	20	.14*
NBR	0	0	190		210	
SBL	0	0	20	{.01}*	30	{.02}*
SBT	1	1700	20	.03	20	.04
SBR	0	0	10		10	
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	400	.12*	290	.09
EBR	0	0	10		10	
WBL	1	1700	50	.03*	240	.14
WBT	1	1700	220	.13	740	.44*
WBR	1	1700	30	.02	50	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.66**

76. Bristol & Bear

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	280	.16*
NBT	3	5100	480	.09	990	.19
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	690	.14*	890	.19*
SBR	0	0	30		90	
EBL	0.5		110		70	.04*
EBT	0	3400	0	{.10}*	0	
EBR	1.5		300		200	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.44**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	440	.26*
NBT	3	5100	760	.15	1230	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	790	.16*	1340	.28*
SBR	0	0	40		110	
EBL	0.5		120		90	.05*
EBT	0	3400	0	{.11}*	0	
EBR	1.5		350		280	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.64**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	440	.26*
NBT	3	5100	770	.15	1240	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	790	.16*	1360	.29*
SBR	0	0	40		110	
EBL	0.5		120		90	.05*
EBT	0	3400	0	{.11}*	0	
EBR	1.5		350		280	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.65**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	280	.16*
NBT	3	5100	780	.15	1290	.25
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	820	.17*	1350	.29*
SBR	0	0	40		110	
EBL	0.5		120		90	.05*
EBT	0	3400	0	{.11}*	0	
EBR	1.5		330		280	{.04}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.55**

76. Bristol & Bear

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	280	.16*
NBT	3	5100	790	.15	1300	.25
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	820	.17*	1370	.29*
SBR	0	0	40		110	
EBL	0.5		120		90	.05*
EBT	0	3400	0	{.11}*	0	
EBR	1.5		330		280	{.04}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.55**

77. Bristol (N/S) & Newport SB

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04*	490	.14*
NBT	3	5100	530	.11	1180	.24
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	3	5100	620	.17*	540	.16*
SBR	0	0	230		400	.24
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	10		10	
WBT	1	1700	0	.01*	0	.01*
WBR	0	0	10		10	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.44**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07*	680	.20*
NBT	3	5100	820	.16	1520	.30
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	3	5100	730	.19*	710	.21*
SBR	0	0	240		670	.39
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	10		10	
WBT	1	1700	0	.01*	0	.01*
WBR	0	0	10		10	
Right Turn Adjustment					SBR	.18*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.32**		**.65**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07*	680	.20*
NBT	3	5100	830	.16	1530	.30
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	3	5100	730	.19*	710	.21*
SBR	0	0	240		690	.41
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	10		10	
WBT	1	1700	0	.01*	0	.01*
WBR	0	0	10		10	
Right Turn Adjustment					SBR	.20*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.32**		**.67**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	580	.17*
NBT	3	5100	840	.17	1410	.28
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	3	5100	720	.19*	690	.20*
SBR	0	0	260		680	.40
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	10		10	
WBT	1	1700	0	.01*	0	.01*
WBR	0	0	10		10	
Right Turn Adjustment					SBR	.20*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.31**		**.63**

77. Bristol (N/S) & Newport SB

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	580	.17*
NBT	3	5100	850	.17	1420	.28
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	3	5100	720	.19*	690	.20*
SBR	0	0	260		700	.41
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	10		10	
WBT	1	1700	0	.01*	0	.01*
WBR	0	0	10		10	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.31**		**.64**

78. Bristol & Newport NB

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	400	.08	1310	.26*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	630	.12*	560	.11
SBR	0	0	0		0	
EBL	1.5		290	{.12}*	350	.10*
EBT	0	5100	0	.12	0	
EBR	1.5		300		190	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.29**		**.41**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	650	.13	1750	.34*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	740	.15*	730	.14
SBR	0	0	0		0	
EBL	1.5		470	{.20}*	440	.13*
EBT	0	5100	0	.20	0	
EBR	1.5		570		300	{.03}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.52**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	650	.13	1750	.34*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	740	.15*	730	.14
SBR	0	0	0		0	
EBL	1.5		480	{.21}*	450	.13*
EBT	0	5100	0	.21	0	
EBR	1.5		580		300	{.03}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.52**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	600	.12	1550	.30*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	730	.14*	710	.14
SBR	0	0	0		0	
EBL	1.5		480	{.18}*	420	.12*
EBT	0	5100	0	.18	0	
EBR	1.5		460		300	{.06}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.37**		**.47**

78. Bristol & Newport NB

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	600	.12	1550	.30*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	730	.14*	710	.14
SBR	0	0	0		0	
EBL	1.5		490	{.19}*	430	.13*
EBT	0	5100	0	.19	0	
EBR	1.5		470		300	{.06}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.48**

79. Bristol & Red Hill

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03	200	.06
NBT	2.5	6800	320	.09*	890	.17*
NBR	1.5		390	.11	200	.12
SBL	2	3400	300	.09*	130	.04*
SBT	3	5100	570	.11	460	.09
SBR	1	1700	70	.04	140	.08
EBL	2	3400	110	.03	100	.03
EBT	1.5	5100	370	.11*	160	.05*
EBR	1.5		120	.07	70	
WBL	2	3400	140	.04*	400	.12*
WBT	2	3400	80	.02	450	.13
WBR	1	1700	50	.03	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.43**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	200	.06
NBT	2.5	6800	570	{.14}*	1230	.24*
NBR	1.5		440		240	.14
SBL	2	3400	360	.11*	150	.04*
SBT	3	5100	940	.18	640	.13
SBR	1	1700	60	.04	190	.11
EBL	2	3400	130	.04	110	.03*
EBT	1.5	5100	530	.16*	190	.06
EBR	1.5		180	.11	100	
WBL	2	3400	180	.05*	420	.12
WBT	2	3400	90	.03	530	.16*
WBR	1	1700	60	.04	260	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.52**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	210	.06
NBT	2.5	6800	570	{.14}*	1230	.24*
NBR	1.5		440		240	.14
SBL	2	3400	360	.11*	150	.04*
SBT	3	5100	950	.19	640	.13
SBR	1	1700	60	.04	190	.11
EBL	2	3400	130	.04	110	.03*
EBT	1.5	5100	530	.16*	190	.06
EBR	1.5		180	.11	100	
WBL	2	3400	180	.05*	420	.12
WBT	2	3400	90	.03	540	.16*
WBR	1	1700	60	.04	260	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.52**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03	250	.07
NBT	2.5	6800	520	{.13}*	1140	.22*
NBR	1.5		420		240	.14
SBL	2	3400	340	.10*	150	.04*
SBT	3	5100	820	.16	630	.12
SBR	1	1700	60	.04	190	.11
EBL	2	3400	120	.04	120	.04*
EBT	1.5	5100	510	.15*	190	.06
EBR	1.5		220	.13	100	
WBL	2	3400	180	.05*	430	.13
WBT	2	3400	90	.03	530	.16*
WBR	1	1700	60	.04	160	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.51**

79. Bristol & Red Hill

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03	260	.08
NBT	2.5	6800	520	{.13}*	1140	.22*
NBR	1.5		420		240	.14
SBL	2	3400	340	.10*	150	.04*
SBT	3	5100	820	.16	630	.12
SBR	1	1700	60	.04	190	.11
EBL	2	3400	120	.04	120	.04*
EBT	1.5	5100	510	.15*	190	.06
EBR	1.5		230	.14	100	
WBL	2	3400	180	.05*	430	.13
WBT	2	3400	90	.03	540	.16*
WBR	1	1700	60	.04	160	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.51**

80. Shantar & Adams

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	30	.02*
NBT	1	1700	10	.01	10	.01
NBR	1	1700	100	.06	50	.03
SBL	1	1700	20	.01	20	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	30	.02	20	.01
EBL	1	1700	30	.02	80	.05*
EBT	3	5100	1750	.35*	930	.19
EBR	0	0	10		50	
WBL	1	1700	20	.01*	80	.05
WBT	3	5100	760	.15	2390	.47*
WBR	0	0	10		20	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	30	.02*
NBT	1	1700	10	.01	10	.01
NBR	1	1700	110	.06	60	.04
SBL	1	1700	20	.01	20	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	30	.02	20	.01
EBL	1	1700	30	.02	80	.05*
EBT	3	5100	2180	.43*	1150	.23
EBR	0	0	10		40	
WBL	1	1700	20	.01*	90	.05
WBT	3	5100	790	.16	2800	.55*
WBR	0	0	10		20	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.68**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	30	.02*
NBT	1	1700	10	.01	10	.01
NBR	1	1700	110	.06	60	.04
SBL	1	1700	20	.01	20	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	30	.02	20	.01
EBL	1	1700	30	.02	80	.05*
EBT	3	5100	2210	.44*	1170	.24
EBR	0	0	10		40	
WBL	1	1700	20	.01*	90	.05
WBT	3	5100	810	.16	2820	.56*
WBR	0	0	10		20	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.69**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	30	.02*
NBT	1	1700	10	.01	10	.01
NBR	1	1700	110	.06	60	.04
SBL	1	1700	20	.01	20	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	30	.02	20	.01
EBL	1	1700	30	.02	80	.05*
EBT	3	5100	2180	.43*	1110	.23
EBR	0	0	10		40	
WBL	1	1700	20	.01*	90	.05
WBT	3	5100	800	.16	2770	.55*
WBR	0	0	10		20	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.68**

80. Shantar & Adams

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	30	.02*
NBT	1	1700	10	.01	10	.01
NBR	1	1700	110	.06	60	.04
SBL	1	1700	20	.01	20	.01
SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	30	.02	20	.01
EBL	1	1700	30	.02	80	.05*
EBT	3	5100	2210	.44*	1130	.23
EBR	0	0	10		40	
WBL	1	1700	20	.01*	90	.05
WBT	3	5100	820	.16	2790	.55*
WBR	0	0	10		20	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.68**

81. Placentia/Mesa Verde W & Adams

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05	260	.08*
NBT	1	1700	200	.12*	110	.06
NBR	1	1700	200	.12	210	.12
SBL	1	1700	40	.02*	40	.02
SBT	2	3400	230	.07	90	.03*
SBR	1	1700	110	.06	190	.11
EBL	1	1700	70	.04	80	.05*
EBT	3	5100	2330	.46*	1000	.20
EBR	1	1700	140	.08	200	.12
WBL	1	1700	170	.10*	170	.10
WBT	3	5100	600	.12	2490	.50*
WBR	0	0	30		50	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.75**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	240	.07*
NBT	1	1700	210	.12*	140	.08
NBR	1	1700	250	.15	230	.14
SBL	1	1700	40	.02*	50	.03
SBT	2	3400	210	.06	140	.04*
SBR	1	1700	70	.04	330	.19
EBL	1	1700	80	.05	60	.04*
EBT	3	5100	2890	.57*	1160	.23
EBR	1	1700	110	.06	350	.21
WBL	1	1700	150	.09*	190	.11
WBT	3	5100	600	.12	2840	.57*
WBR	0	0	30		50	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.89**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	240	.07*
NBT	1	1700	210	.12*	140	.08
NBR	1	1700	250	.15	230	.14
SBL	1	1700	40	.02*	50	.03
SBT	2	3400	210	.06	140	.04*
SBR	1	1700	70	.04	330	.19
EBL	1	1700	80	.05	60	.04*
EBT	3	5100	2920	.57*	1170	.23
EBR	1	1700	110	.06	350	.21
WBL	1	1700	150	.09*	190	.11
WBT	3	5100	610	.13	2860	.57*
WBR	0	0	30		50	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.89**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07	300	.09*
NBT	1	1700	210	.12*	130	.08
NBR	1	1700	150	.09	210	.12
SBL	1	1700	40	.02*	50	.03
SBT	2	3400	210	.06	130	.04*
SBR	1	1700	70	.04	340	.20
EBL	1	1700	80	.05	60	.04*
EBT	3	5100	2910	.57*	1150	.23
EBR	1	1700	80	.05	330	.19
WBL	1	1700	150	.09*	160	.09
WBT	3	5100	610	.13	2730	.55*
WBR	0	0	30		50	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.90**

81. Placentia/Mesa Verde W & Adams

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07	310	.09*
NBT	1	1700	210	.12*	130	.08
NBR	1	1700	150	.09	210	.12
SBL	1	1700	40	.02*	50	.03
SBT	2	3400	210	.06	130	.04*
SBR	1	1700	70	.04	340	.20
EBL	1	1700	80	.05	60	.04*
EBT	3	5100	2940	.58*	1160	.23
EBR	1	1700	80	.05	340	.20
WBL	1	1700	150	.09*	160	.09
WBT	3	5100	620	.13	2740	.55*
WBR	0	0	30		50	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.90**

82. Mesa Verde E & Adams

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	{.04}*	200	
NBT	0.5	3400	70	.04	50	.07*
NBR	1	1700	110	.06	100	.06
SBL	1	1700	30	.02	50	.03*
SBT	2	3400	100	.03*	60	.02
SBR	1	1700	60	.04	150	.09
EBL	1	1700	50	.03	40	.02*
EBT	3	5100	1860	.36*	1480	.29
EBR	1	1700	120	.07	80	.05
WBL	1	1700	70	.04*	90	.05
WBT	3	5100	590	.13	1790	.36*
WBR	0	0	70		50	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.57**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.04*	200	
NBT	0.5	3400	70	.04	60	.08*
NBR	1	1700	70	.04	110	.06
SBL	1	1700	30	.02	50	.03*
SBT	2	3400	100	.03*	80	.02
SBR	1	1700	60	.04	160	.09
EBL	1	1700	60	.04	50	.03*
EBT	3	5100	2260	.44*	1620	.32
EBR	1	1700	260	.15	130	.08
WBL	1	1700	60	.04*	10	.01
WBT	3	5100	590	.13	2100	.43*
WBR	0	0	80		80	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.66**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	{.04}*	210	
NBT	0.5	3400	70	.04	60	.08*
NBR	1	1700	80	.05	110	.06
SBL	1	1700	30	.02	50	.03*
SBT	2	3400	100	.03*	80	.02
SBR	1	1700	60	.04	160	.09
EBL	1	1700	60	.04	50	.03*
EBT	3	5100	2280	.45*	1620	.32
EBR	1	1700	270	.16	140	.08
WBL	1	1700	60	.04*	10	.01
WBT	3	5100	590	.13	2110	.43*
WBR	0	0	80		80	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.66**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.04*	200	
NBT	0.5	3400	70	.04	60	.08*
NBR	1	1700	80	.05	110	.06
SBL	1	1700	30	.02	50	.03*
SBT	2	3400	110	.03*	80	.02
SBR	1	1700	60	.04	160	.09
EBL	1	1700	60	.04	50	.03*
EBT	3	5100	2210	.43*	1570	.31
EBR	1	1700	230	.14	130	.08
WBL	1	1700	60	.04*	10	.01
WBT	3	5100	580	.13	1960	.40*
WBR	0	0	70		90	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.63**

82. Mesa Verde E & Adams

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	{.04}*	210	
NBT	0.5	3400	70	.04	60	.08*
NBR	1	1700	90	.05	110	.06
SBL	1	1700	30	.02	50	.03*
SBT	2	3400	110	.03*	80	.02
SBR	1	1700	60	.04	160	.09
EBL	1	1700	60	.04	50	.03*
EBT	3	5100	2230	.44*	1570	.31
EBR	1	1700	240	.14	140	.08
WBL	1	1700	60	.04*	10	.01
WBT	3	5100	580	.13	1960	.40*
WBR	0	0	70		90	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.63**

83. Royal Palm & Adams

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	120	.07*
NBT	1	1700	10	.02	50	.05
NBR	0	0	20		30	
SBL	1	1700	20	.01	60	.04
SBT	1	1700	10	.05*	30	.11*
SBR	0	0	70		150	
EBL	1	1700	40	.02	50	.03*
EBT	3	5100	1890	.37*	930	.20
EBR	0	0	20		70	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	750	.15	2060	.40*
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.66**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	120	.07*
NBT	1	1700	10	.02	50	.05
NBR	0	0	20		30	
SBL	1	1700	20	.01	60	.04
SBT	1	1700	10	.05*	30	.14*
SBR	0	0	70		210	
EBL	1	1700	40	.02	80	.05*
EBT	3	5100	2240	.45*	1020	.22
EBR	0	0	30		80	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	750	.15	2290	.45*
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.76**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	120	.07*
NBT	1	1700	10	.02	50	.05
NBR	0	0	20		30	
SBL	1	1700	20	.01	60	.04
SBT	1	1700	10	.05*	30	.14*
SBR	0	0	70		210	
EBL	1	1700	40	.02	80	.05*
EBT	3	5100	2270	.45*	1030	.22
EBR	0	0	30		80	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	750	.15	2300	.45*
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.76**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	110	.06*
NBT	1	1700	10	.02	60	.05
NBR	0	0	20		30	
SBL	1	1700	20	.01	60	.04
SBT	1	1700	10	.05*	30	.13*
SBR	0	0	70		190	
EBL	1	1700	40	.02	80	.05*
EBT	3	5100	2210	.44*	990	.21
EBR	0	0	30		70	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	750	.15	2170	.43*
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.72**

83. Royal Palm & Adams

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	110	.06*
NBT	1	1700	10	.02	60	.05
NBR	0	0	20		30	
SBL	1	1700	20	.01	60	.04
SBT	1	1700	10	.05*	30	.13*
SBR	0	0	70		190	
EBL	1	1700	40	.02	80	.05*
EBT	3	5100	2240	.45*	990	.21
EBR	0	0	30		70	
WBL	1	1700	10	.01*	40	.02
WBT	3	5100	750	.15	2170	.43*
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.72**

84. Harbor & Adams

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05	430	.13
NBT	3	5100	1080	.23*	1510	.32*
NBR	0	0	70		120	
SBL	2	3400	200	.06*	230	.07*
SBT	4	6800	1200	.18	1730	.25
SBR	2	3400	250	.07	810	.24
EBL	3	5100	770	.15	330	.06*
EBT	3	5100	1480	.29*	670	.13
EBR	1	1700	190	.11	170	.10
WBL	2	3400	110	.03*	140	.04
WBT	3	5100	330	.06	1240	.24*
WBR	1	1700	80	.05	180	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.74**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	180	.04	590	.12*
NBT	3	5100	1460	.29*	1690	.33
NBR	1	1700	80	.05	190	.11
SBL	2	3400	380	.11*	320	.09
SBT	4	6800	1380	.20	2250	.33*
SBR	2	3400	200	.06	770	.23
EBL	3	5100	830	.16	370	.07*
EBT	3	5100	1840	.36*	760	.15
EBR	1	1700	150	.09	140	.08
WBL	2	3400	120	.04*	180	.05
WBT	3	5100	390	.08	1340	.26*
WBR	1	1700	60	.04	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.83**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	180	.04	600	.12*
NBT	3	5100	1540	.30*	1740	.34
NBR	1	1700	80	.05	190	.11
SBL	2	3400	380	.11*	330	.10
SBT	4	6800	1400	.21	2340	.34*
SBR	2	3400	200	.06	770	.23
EBL	3	5100	860	.17	370	.07*
EBT	3	5100	1840	.36*	760	.15
EBR	1	1700	150	.09	140	.08
WBL	2	3400	120	.04*	180	.05
WBT	3	5100	390	.08	1340	.26*
WBR	1	1700	60	.04	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.84**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	180	.04	540	.11*
NBT	3	5100	1510	.30*	1700	.33
NBR	1	1700	80	.05	180	.11
SBL	2	3400	360	.11*	320	.09
SBT	4	6800	1390	.20	2240	.33*
SBR	2	3400	190	.06	790	.23
EBL	3	5100	790	.15	360	.07*
EBT	3	5100	1830	.36*	740	.15
EBR	1	1700	180	.11	150	.09
WBL	2	3400	130	.04*	190	.06
WBT	3	5100	400	.08	1250	.25*
WBR	1	1700	70	.04	310	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.81**

84. Harbor & Adams

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	180	.04	540	.11*
NBT	3	5100	1590	.31*	1750	.34
NBR	1	1700	80	.05	180	.11
SBL	2	3400	360	.11*	330	.10
SBT	4	6800	1410	.21	2330	.34*
SBR	2	3400	190	.06	790	.23
EBL	3	5100	820	.16	360	.07*
EBT	3	5100	1830	.36*	740	.15
EBR	1	1700	180	.11	150	.09
WBL	2	3400	130	.04*	190	.06
WBT	3	5100	400	.08	1250	.25*
WBR	1	1700	70	.04	310	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.87**		**.82**

85. Pinecreek & Adams

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		50	{.02}*	280	{.09}*
NBT	0.5	3400	10	.02	30	.09
NBR	1	1700	40	.02	180	.11
SBL	0	0	50		50	
SBT	1	1700	50	.06*	30	.05*
SBR	1	1700	60	.04	70	.04
EBL	1	1700	30	.02	60	.04*
EBT	3	5100	1330	.36*	700	.19
EBR	0	0	490		280	
WBL	2	3400	340	.10*	240	.07
WBT	2	3400	470	.16	1210	.39*
WBR	0	0	60		110	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.62**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	{.01}*	450	{.14}*
NBT	0.5	3400	10	.01	40	.14
NBR	1	1700	40	.02	190	.11
SBL	0	0	80		50	
SBT	1	1700	60	.08*	50	.06*
SBR	1	1700	60	.04	80	.05
EBL	1	1700	40	.02	50	.03*
EBT	3	5100	1650	.47*	800	.24
EBR	0	0	740		420	.25
WBL	2	3400	350	.10*	270	.08
WBT	2	3400	530	.17	1330	.44*
WBR	0	0	60		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.72**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	{.01}*	450	{.14}*
NBT	0.5	3400	10	.01	40	.14
NBR	1	1700	40	.02	190	.11
SBL	0	0	80		50	
SBT	1	1700	60	.08*	50	.06*
SBR	1	1700	60	.04	80	.05
EBL	1	1700	40	.02	50	.03*
EBT	3	5100	1680	.47*	810	.24
EBR	0	0	740		430	.25
WBL	2	3400	350	.10*	270	.08
WBT	2	3400	530	.17	1350	.45*
WBR	0	0	60		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.73**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		50	{.02}*	460	{.15}*
NBT	0.5	3400	10	.02	40	.15
NBR	1	1700	40	.02	190	.11
SBL	0	0	80		60	
SBT	1	1700	60	.08*	50	.06*
SBR	1	1700	60	.04	80	.05
EBL	1	1700	30	.02	50	.03*
EBT	3	5100	1630	.46*	770	.23
EBR	0	0	740		430	.25
WBL	2	3400	350	.10*	270	.08
WBT	2	3400	550	.18	1260	.42*
WBR	0	0	70		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.71**

85. Pinecreek & Adams

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		50	{.02}*	460	{.15}*
NBT	0.5	3400	10	.02	40	.15
NBR	1	1700	40	.02	190	.11
SBL	0	0	80		60	
SBT	1	1700	60	.08*	50	.06*
SBR	1	1700	60	.04	80	.05
EBL	1	1700	30	.02	50	.03*
EBT	3	5100	1660	.47*	780	.23
EBR	0	0	740		440	.26
WBL	2	3400	350	.10*	270	.08
WBT	2	3400	550	.18	1280	.43*
WBR	0	0	70		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.72**

86. Fairview & Adams

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	450	.13*
NBT	3	5100	600	.13	920	.19
NBR	0	0	80		50	
SBL	1	1700	60	.04	60	.04
SBT	3	5100	750	.15*	830	.16*
SBR	f		590		1040	
EBL	2	3400	1180	.35*	730	.21*
EBT	1	1700	100	.06	110	.06
EBR	1	1700	160	.09	200	.12
WBL	0.5		90	.05	50	
WBT	1.5	3400	70	.04*	130	.05*
WBR	1	1700	70	.04	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	440	.13*
NBT	3	5100	860	.19*	1240	.25
NBR	0	0	90		40	
SBL	1	1700	60	.04*	50	.03
SBT	3	5100	870	.17	1150	.23*
SBR	f		640		1110	
EBL	2	3400	1480	.44*	810	.24*
EBT	1	1700	100	.06	120	.07
EBR	1	1700	200	.12	200	.12
WBL	0.5		80		50	
WBT	1.5	3400	130	.06*	260	.09*
WBR	1	1700	50	.03	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.74**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	440	.13*
NBT	3	5100	900	.19*	1250	.25
NBR	0	0	90		40	
SBL	1	1700	60	.04*	50	.03
SBT	3	5100	880	.17	1210	.24*
SBR	f		640		1130	
EBL	2	3400	1510	.44*	820	.24*
EBT	1	1700	100	.06	120	.07
EBR	1	1700	200	.12	200	.12
WBL	0.5		80		50	
WBT	1.5	3400	130	.06*	260	.09*
WBR	1	1700	50	.03	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.75**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	400	.12*
NBT	3	5100	850	.18*	1240	.25
NBR	0	0	80		40	
SBL	1	1700	60	.04*	50	.03
SBT	3	5100	890	.17	1160	.23*
SBR	f		660		1130	
EBL	2	3400	1460	.43*	800	.24*
EBT	1	1700	100	.06	130	.08
EBR	1	1700	200	.12	180	.11
WBL	0.5		80		50	
WBT	1.5	3400	130	.06*	200	.07*
WBR	1	1700	50	.03	70	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.71**

86. Fairview & Adams

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	70	.02	400	.12*
NBT	3	5100	890	.19*	1250	.25
NBR	0	0	80		40	
SBL	1	1700	60	.04*	50	.03
SBT	3	5100	900	.18	1220	.24*
SBR	f		660		1150	
EBL	2	3400	1490	.44*	810	.24*
EBT	1	1700	100	.06	130	.08
EBR	1	1700	200	.12	180	.11
WBL	0.5		80		50	
WBT	1.5	3400	130	.06*	200	.07*
WBR	1	1700	50	.03	70	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.72**

88. Harbor & Mesa Verde

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	440	.13*
NBT	3	5100	1080	.21	1860	.37
NBR	0	0	10		40	
SBL	1	1700	20	.01	40	.02
SBT	3	5100	1180	.25*	1420	.32*
SBR	0	0	70		190	
EBL	1	1700	110	.06*	100	.06*
EBT	0.5	3400	20	{.06}	20	{.01}
EBR	1.5		210		170	
WBL	1	1700	30	.02	90	.05
WBT	1	1700	20	.02*	40	.04*
WBR	0	0	10		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	490	.14*
NBT	3	5100	1460	.29	2220	.45
NBR	0	0	20		60	
SBL	1	1700	20	.01	40	.02
SBT	3	5100	1310	.27*	1810	.40*
SBR	0	0	60		250	
EBL	1	1700	110	.06	90	.05*
EBT	0.5	3400	30	{.12}*	20	{.03}
EBR	1.5		400		250	
WBL	1	1700	40	.02*	120	.07
WBT	1	1700	20	.02	50	.05*
WBR	0	0	10		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.69**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	530	.16*
NBT	3	5100	1520	.30*	2260	.45
NBR	0	0	20		60	
SBL	1	1700	20	.01*	40	.02
SBT	3	5100	1330	.27	1870	.42*
SBR	0	0	60		280	
EBL	1	1700	130	.08	100	.06*
EBT	0.5	3400	60	{.13}*	30	{.03}
EBR	1.5		430		270	
WBL	1	1700	40	.02*	120	.07
WBT	1	1700	20	.02	70	.06*
WBR	0	0	10		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.75**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	480	.14*
NBT	3	5100	1500	.30*	2180	.44
NBR	0	0	20		60	
SBL	1	1700	20	.01*	40	.02
SBT	3	5100	1350	.28	1820	.41*
SBR	0	0	60		260	
EBL	1	1700	120	.07	90	.05*
EBT	0.5	3400	30	{.10}*	20	{.03}
EBR	1.5		360		250	
WBL	1	1700	40	.02*	120	.07
WBT	1	1700	20	.02	50	.05*
WBR	0	0	10		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.70**

88. Harbor & Mesa Verde

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	520	.15*
NBT	3	5100	1560	.31*	2220	.45
NBR	0	0	20		60	
SBL	1	1700	20	.01*	40	.02
SBT	3	5100	1370	.28	1880	.43*
SBR	0	0	60		290	
EBL	1	1700	140	.08	100	.06*
EBT	0.5	3400	60	{.12}*	30	{.03}
EBR	1.5		390		270	
WBL	1	1700	40	.02*	120	.07
WBT	1	1700	20	.02	70	.06*
WBR	0	0	10		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.75**

90. Fairview & Arlington

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	30	.01*
NBT	3	5100	650	.13*	960	.19
NBR	1	1700	190	.11	60	.04
SBL	2	3400	130	.04*	40	.01
SBT	3	5100	720	.14	950	.19*
SBR	1	1700	50	.03	70	.04
EBL	1	1700	10	.01*	70	.04*
EBT	1	1700	10	.01	0	.00
EBR	1	1700	10	.01	30	.02
WBL	1.5		100		120	
WBT	0.5	3400	10	.03*	10	.04*
WBR	1	1700	140	.08	240	.14
Right Turn Adjustment			WBR	.02*	WBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.28**		**.42**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	70	.02*
NBT	3	5100	890	.17*	1220	.24
NBR	1	1700	260	.15	40	.02
SBL	2	3400	190	.06*	20	.01
SBT	3	5100	860	.17	1320	.26*
SBR	1	1700	50	.03	60	.04
EBL	1	1700	10	.01*	60	.04
EBT	1	1700	20	.01	80	.05*
EBR	1	1700	10	.01	120	.07
WBL	1.5		180		240	{.08}*
WBT	0.5	3400	40	.06*	20	.08
WBR	1	1700	130	.08	170	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.46**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	70	.02*
NBT	3	5100	930	.18*	1230	.24
NBR	1	1700	260	.15	40	.02
SBL	2	3400	190	.06*	20	.01
SBT	3	5100	870	.17	1390	.27*
SBR	1	1700	50	.03	60	.04
EBL	1	1700	10	.01*	60	.04
EBT	1	1700	20	.01	80	.05*
EBR	1	1700	10	.01	120	.07
WBL	1.5		180		240	{.08}*
WBT	0.5	3400	40	.06*	20	.08
WBR	1	1700	130	.08	170	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.47**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03	80	.02*
NBT	3	5100	900	.18*	1200	.24
NBR	1	1700	260	.15	30	.02
SBL	2	3400	180	.05*	20	.01
SBT	3	5100	870	.17	1290	.25*
SBR	1	1700	50	.03	60	.04
EBL	1	1700	10	.01*	50	.03
EBT	1	1700	10	.01	80	.05*
EBR	1	1700	10	.01	110	.06
WBL	1.5		170		240	{.08}*
WBT	0.5	3400	30	.06*	30	.08
WBR	1	1700	110	.06	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.45**

90. Fairview & Arlington

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	90	.03	80	.02*
NBT	3	5100	940	.18*	1210	.24
NBR	1	1700	260	.15	30	.02
SBL	2	3400	180	.05*	20	.01
SBT	3	5100	880	.17	1350	.26*
SBR	1	1700	50	.03	60	.04
EBL	1	1700	10	.01*	50	.03
EBT	1	1700	10	.01	80	.05*
EBR	1	1700	10	.01	110	.06
WBL	1.5		170		240	{.08}*
WBT	0.5	3400	30	.06*	30	.08
WBR	1	1700	110	.06	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.46**

91. Harbor & Merrimac

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	30	.02
NBT	3	5100	1030	.21	1950	.40*
NBR	0	0	40		70	
SBL	2	3400	100	.03	80	.02*
SBT	3	5100	1220	.25*	1820	.37
SBR	0	0	60		70	
EBL	1	1700	70	.04*	60	.04*
EBT	1	1700	20	.04	20	.03
EBR	0	0	40		30	
WBL	1	1700	20	.01	40	.02
WBT	0.5	3400	10	{.01}*	30	.05*
WBR	1.5		70		150	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.56**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	3	5100	1430	.30*	2270	.47*
NBR	0	0	90		110	
SBL	2	3400	220	.06*	140	.04*
SBT	3	5100	1420	.29	2280	.46
SBR	0	0	60		70	
EBL	1	1700	60	.04	40	.02*
EBT	1	1700	40	.05*	10	.02
EBR	0	0	40		30	
WBL	1	1700	20	.01*	50	.03
WBT	0.5	3400	10	{.01}	30	{.07}*
WBR	1.5		70		260	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.65**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	3	5100	1490	.31*	2340	.48*
NBR	0	0	90		110	
SBL	2	3400	240	.07*	150	.04*
SBT	3	5100	1450	.30	2350	.47
SBR	0	0	60		70	
EBL	1	1700	60	.04	40	.02*
EBT	1	1700	40	.05*	10	.02
EBR	0	0	40		30	
WBL	1	1700	20	.01*	50	.03
WBT	0.5	3400	10	{.01}	30	{.08}*
WBR	1.5		70		280	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.67**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	3	5100	1480	.31*	2270	.46*
NBR	0	0	80		80	
SBL	2	3400	210	.06*	160	.05*
SBT	3	5100	1430	.29	2260	.46
SBR	0	0	50		70	
EBL	1	1700	60	.04*	40	.02*
EBT	1	1700	30	.04	10	.02
EBR	0	0	40		30	
WBL	1	1700	20	.01	50	.03
WBT	0.5	3400	10	{.01}*	30	{.06}*
WBR	1.5		70		230	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.64**

91. Harbor & Merrimac

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	3	5100	1540	.32*	2330	.47*
NBR	0	0	80		80	
SBL	2	3400	220	.06*	170	.05*
SBT	3	5100	1460	.30	2330	.47
SBR	0	0	50		70	
EBL	1	1700	60	.04*	40	.02*
EBT	1	1700	30	.04	10	.02
EBR	0	0	40		30	
WBL	1	1700	20	.01	50	.03
WBT	0.5	3400	10	{.01}*	30	{.06}*
WBR	1.5		70		240	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.65**

92. Fairview & Merrimac

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01*	110	.03*
NBT	3	5100	820	.16	980	.19
NBR	1	1700	0	.00	10	.01
SBL	2	3400	0	.00	0	.00
SBT	3	5100	770	.15*	1020	.20*
SBR	1	1700	50	.03	70	.04
EBL	1.5		50	{.01}*	60	{.02}*
EBT	0.5	3400	0	.01	0	.02
EBR	1	1700	60	.04	50	.03
WBL	0	0	0		0	
WBT	2	3400	0	.00*	0	.00*
WBR	0	0	0		10	
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.24**		**.30**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	170	.05*
NBT	3	5100	1230	.24*	1320	.26
NBR	1	1700	0	.00	10	.01
SBL	2	3400	0	.00	0	.00
SBT	3	5100	1020	.20	1570	.31*
SBR	1	1700	50	.03	90	.05
EBL	1.5		70	{.02}*	50	{.01}*
EBT	0.5	3400	0	.02	0	.01
EBR	1	1700	150	.09	80	.05
WBL	0	0	0		0	
WBT	2	3400	0	.00*	0	.00*
WBR	0	0	0		10	
Right Turn Adjustment			EBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.42**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	180	.05*
NBT	3	5100	1270	.25*	1330	.26
NBR	1	1700	0	.00	10	.01
SBL	2	3400	0	.00	0	.00
SBT	3	5100	1030	.20	1640	.32*
SBR	1	1700	50	.03	90	.05
EBL	1.5		70	{.02}*	50	{.01}*
EBT	0.5	3400	0	.02	0	.01
EBR	1	1700	170	.10	90	.05
WBL	0	0	0		0	
WBT	2	3400	0	.00*	0	.00*
WBR	0	0	0		10	
Right Turn Adjustment			EBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.43**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	160	.05*
NBT	3	5100	1250	.25*	1310	.26
NBR	1	1700	0	.00	10	.01
SBL	2	3400	0	.00	0	.00
SBT	3	5100	1010	.20	1550	.30*
SBR	1	1700	50	.03	80	.05
EBL	1.5		60	{.02}*	40	{.01}*
EBT	0.5	3400	0	.02	0	.01
EBR	1	1700	140	.08	110	.06
WBL	0	0	0		0	
WBT	2	3400	0	.00*	0	.00*
WBR	0	0	0		10	
Right Turn Adjustment			EBR	.02*	EBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.42**

92. Fairview & Merrimac

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	170	.05*
NBT	3	5100	1290	.25*	1320	.26
NBR	1	1700	0	.00	10	.01
SBL	2	3400	0	.00	0	.00
SBT	3	5100	1020	.20	1620	.32*
SBR	1	1700	50	.03	80	.05
EBL	1.5		60	{.02}*	40	{.01}*
EBT	0.5	3400	0	.02	0	.01
EBR	1	1700	150	.09	120	.07
WBL	0	0	0		0	
WBT	2	3400	0	.00*	0	.00*
WBR	0	0	0		10	
Right Turn Adjustment			EBR	.03*	EBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.45**

93. Newport SB & Mesa

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	290	.17*	310	.18
SBT	4	6800	920	.14	2240	.33*
SBR	1	1700	10	.01	10	.01
EBL	0	0	0		0	
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	90	.05*	230	.14*
WBT	1	1700	10	.01	10	.01
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.28**		**.53**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	350	.21*	440	.26
SBT	4	6800	1120	.16	2710	.40*
SBR	1	1700	10	.01	10	.01
EBL	0	0	0		0	
EBT	1	1700	10	.01*	20	.01*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	90	.05*	300	.18*
WBT	1	1700	10	.01	10	.01
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.32**		**.64**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	350	.21*	450	.26
SBT	4	6800	1120	.16	2760	.41*
SBR	1	1700	10	.01	10	.01
EBL	0	0	0		0	
EBT	1	1700	10	.01*	20	.01*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	90	.05*	310	.18*
WBT	1	1700	10	.01	10	.01
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.32**		**.65**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	350	.21*	420	.25
SBT	4	6800	1080	.16	2760	.41*
SBR	1	1700	10	.01	10	.01
EBL	0	0	0		0	
EBT	1	1700	10	.01*	20	.01*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	90	.05*	230	.14*
WBT	1	1700	10	.01	10	.01
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.32**		**.61**

93. Newport SB & Mesa

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	350	.21*	420	.25
SBT	4	6800	1080	.16	2810	.41*
SBR	1	1700	10	.01	10	.01
EBL	0	0	0		0	
EBT	1	1700	10	.01*	20	.01*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	90	.05*	230	.14*
WBT	1	1700	10	.01	10	.01
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.32**		**.61**

94. Newport NB & Mesa

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	380	.14*	450	.16*
NBR	0	0	100		110	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	60	.02*	160	.05*
EBT	1	1700	110	.06	200	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.06*	200	.15*
WBR	0	0	30		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.41**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	720	.24*	570	.20*
NBR	0	0	110		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	70	.02*	270	.08*
EBT	1	1700	120	.07	250	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.08*	260	.18*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.51**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	730	.25*	580	.20*
NBR	0	0	110		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	70	.02*	270	.08*
EBT	1	1700	120	.07	260	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.08*	270	.19*
WBR	0	0	70		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.52**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	600	.20*	540	.19*
NBR	0	0	90		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	90	.03*	270	.08*
EBT	1	1700	100	.06	220	.13
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.08*	190	.14*
WBR	0	0	70		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.46**

94. Newport NB & Mesa

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	610	.21*	550	.19*
NBR	0	0	90		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	90	.03*	270	.08*
EBT	1	1700	100	.06	220	.13
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.09*	190	.14*
WBR	0	0	80		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.46**

95. Harbor & Fair

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	20	.01
NBT	3	5100	800	.16	1510	.30*
NBR	1	1700	150	.09	110	.06
SBL	2	3400	190	.06	230	.07*
SBT	3	5100	990	.21*	1430	.28
SBR	0	0	60		20	
EBL	1	1700	40	.02*	20	.01*
EBT	1	1700	40	.02	40	.02
EBR	1	1700	40	.02	30	.02
WBL	2	3400	130	.04	260	.08
WBT	0.5	3400	70	{.05}*	40	{.10}*
WBR	1.5		180		380	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.53**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	20	.01
NBT	3	5100	1260	.25*	1810	.35*
NBR	1	1700	290	.17	130	.08
SBL	2	3400	230	.07*	270	.08*
SBT	3	5100	1130	.23	1850	.37
SBR	0	0	60		20	
EBL	1	1700	40	.02*	20	.01
EBT	1	1700	40	.02	40	.02*
EBR	1	1700	40	.02	30	.02
WBL	2	3400	130	.04	380	.11*
WBT	0.5	3400	70	{.05}*	40	{.09}
WBR	1.5		180		380	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.61**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	20	.01
NBT	3	5100	1330	.26*	1870	.37*
NBR	1	1700	300	.18	130	.08
SBL	2	3400	230	.07*	270	.08*
SBT	3	5100	1160	.24	1920	.38
SBR	0	0	60		20	
EBL	1	1700	40	.02*	20	.01
EBT	1	1700	40	.02	40	.02*
EBR	1	1700	40	.02	30	.02
WBL	2	3400	130	.04	390	.11*
WBT	0.5	3400	70	{.05}*	40	{.10}
WBR	1.5		180		390	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.63**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	20	.01
NBT	3	5100	1290	.25*	1700	.33*
NBR	1	1700	260	.15	130	.08
SBL	2	3400	230	.07*	260	.08*
SBT	3	5100	1140	.24	1830	.36
SBR	0	0	60		20	
EBL	1	1700	40	.02*	20	.01*
EBT	1	1700	40	.02	40	.02
EBR	1	1700	40	.02	30	.02
WBL	2	3400	90	.03	310	.09
WBT	0.5	3400	70	{.05}*	40	{.11}*
WBR	1.5		180		450	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.58**

95. Harbor & Fair

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	20	.01
NBT	3	5100	1350	.26*	1750	.34*
NBR	1	1700	280	.16	130	.08
SBL	2	3400	230	.07*	260	.08*
SBT	3	5100	1170	.24	1900	.38
SBR	0	0	60		20	
EBL	1	1700	40	.02*	20	.01*
EBT	1	1700	40	.02	40	.02
EBR	1	1700	40	.02	30	.02
WBL	2	3400	90	.03	320	.09
WBT	0.5	3400	70	{.05}*	40	{.12}*
WBR	1.5		180		460	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.60**

97. Fairview & Fair

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05
NBT	3	5100	420	.08*	510	.10*
NBR	1	1700	140	.08	50	.03
SBL	2	3400	240	.07*	320	.09*
SBT	3	5100	380	.07	490	.10
SBR	1	1700	130	.08	110	.06
EBL	1	1700	170	.10*	80	.05*
EBT	2	3400	580	.17	280	.08
EBR	1	1700	20	.01	30	.02
WBL	1	1700	20	.01	70	.04
WBT	1.5	5100	260	{.11}*	820	{.24}*
WBR	1.5		370		540	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.53**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	90	.05
NBT	3	5100	530	.10*	680	.13*
NBR	1	1700	150	.09	50	.03
SBL	2	3400	390	.11*	500	.15*
SBT	3	5100	530	.10	730	.14
SBR	1	1700	140	.08	120	.07
EBL	1	1700	240	.14*	100	.06*
EBT	2	3400	670	.20	300	.09
EBR	1	1700	20	.01	30	.02
WBL	1	1700	20	.01	40	.02
WBT	1.5	5100	260	.15*	930	{.28}*
WBR	1.5		620		670	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.67**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	90	.05
NBT	3	5100	550	.11*	690	.14*
NBR	1	1700	150	.09	50	.03
SBL	2	3400	410	.12*	510	.15*
SBT	3	5100	550	.11	800	.16
SBR	1	1700	140	.08	130	.08
EBL	1	1700	250	.15*	100	.06*
EBT	2	3400	670	.20	300	.09
EBR	1	1700	20	.01	30	.02
WBL	1	1700	20	.01	40	.02
WBT	1.5	5100	260	{.14}*	940	{.28}*
WBR	1.5		620		680	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.68**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	100	.06
NBT	3	5100	540	.11*	720	.14*
NBR	1	1700	160	.09	50	.03
SBL	2	3400	370	.11*	470	.14*
SBT	3	5100	570	.11	760	.15
SBR	1	1700	100	.06	120	.07
EBL	1	1700	230	.14*	90	.05*
EBT	2	3400	640	.19	290	.09
EBR	1	1700	20	.01	30	.02
WBL	1	1700	30	.02	60	.04
WBT	1.5	5100	260	.15*	910	{.27}*
WBR	1.5		650		620	{.26}
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.65**

97. Fairview & Fair

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	100	.06
NBT	3	5100	560	.11*	730	.14*
NBR	1	1700	160	.09	50	.03
SBL	2	3400	380	.11*	470	.14*
SBT	3	5100	590	.12	830	.16
SBR	1	1700	100	.06	130	.08
EBL	1	1700	240	.14*	90	.05*
EBT	2	3400	640	.19	290	.09
EBR	1	1700	20	.01	30	.02
WBL	1	1700	30	.02	60	.04
WBT	1.5	5100	260	.15*	920	{.27}*
WBR	1.5		650		630	{.27}
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.65**

100. Newport SB & Fair

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	150	.09	310	.18
SBT	3	5100	450	.09*	1220	.24*
SBR	f		410		960	
EBL	0	0	0		0	
EBT	4	6800	800	.12*	460	.07*
EBR	0	0	40		40	
WBL	1	1700	100	.06*	80	.05*
WBT	2	3400	150	.04	270	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.32**		**.41**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	130	.08	260	.15
SBT	3	5100	440	.09*	1740	.34*
SBR	2	3400	630	.19	1040	.31
EBL	0	0	0		0	
EBT	4	6800	970	.15*	610	.09*
EBR	0	0	40		10	
WBL	1	1700	100	.06*	80	.05*
WBT	2	3400	150	.04	400	.12
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.53**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	130	.08	270	.16
SBT	3	5100	440	.09*	1770	.35*
SBR	2	3400	630	.19	1050	.31
EBL	0	0	0		0	
EBT	4	6800	990	.15*	620	.09*
EBR	0	0	40		10	
WBL	1	1700	100	.06*	90	.05*
WBT	2	3400	150	.04	410	.12
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.54**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	130	.08	300	.18
SBT	3	5100	450	.09*	1740	.34*
SBR	2	3400	580	.17	970	.29
EBL	0	0	0		0	
EBT	4	6800	920	.14*	630	.09*
EBR	0	0	40		10	
WBL	1	1700	200	.12*	470	.28*
WBT	2	3400	230	.07	430	.13
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.76**

100. Newport SB & Fair

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	130	.08	310	.18
SBT	3	5100	450	.09*	1770	.35*
SBR	2	3400	580	.17	980	.29
EBL	0	0	0		0	
EBT	4	6800	930	.14*	630	.09*
EBR	0	0	40		10	
WBL	1	1700	200	.12*	490	.29*
WBT	2	3400	230	.07	440	.13
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.78**

101. Newport NB & Del Mar

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		60		120	
NBT	2.5	5100	1120	.25*	780	.20*
NBR	0		80		110	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	780	.23*	420	.12*
EBT	2	3400	240	.07	390	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	170	.05*	260	.08*
WBR	1	1700	380	.22	190	.11
Right Turn Adjustment			WBR	.17*	WBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.48**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		160	
NBT	2.5	5100	1560	.33*	870	.23*
NBR	0		100		120	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	960	.28*	520	.15*
EBT	2	3400	220	.06	410	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	190	.10*	360	.11*
WBR	1.5		340		120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.54**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		160	
NBT	2.5	5100	1570	.34*	880	.23*
NBR	0		100		130	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	970	.29*	520	.15*
EBT	2	3400	220	.06	420	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	200	.11*	370	.11*
WBR	1.5		360		120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.54**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		50		210	
NBT	2.5	5100	1640	.38*	890	.27*
NBR	0		250		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	780	.23*	490	.14*
EBT	2	3400	320	.09	540	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	350	.14*	740	.22*
WBR	1.5		380		80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.68**

101. Newport NB & Del Mar

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		50		210	
NBT	2.5	5100	1650	.38*	900	.28*
NBR	0		260		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	790	.23*	490	.14*
EBT	2	3400	320	.09	550	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	360	.15*	770	.23*
WBR	1.5		400		80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.70**

102. Newport SB & Vanguard

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	60	.04	150	.09
SBT	2	3400	310	.09*	1170	.34*
SBR	1	1700	10	.01	100	.06
EBL	0	0	0		0	
EBT	1	1700	120	.07*	50	.03
EBR	1	1700	40	.02	60	.04
WBL	1	1700	40	.02*	40	.02
WBT	1	1700	50	.03	100	.06*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.23**		**.45**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	70	.04	160	.09
SBT	2	3400	330	.10*	1630	.48*
SBR	1	1700	10	.01	110	.06
EBL	0	0	0		0	
EBT	1	1700	130	.08*	50	.03
EBR	1	1700	40	.02	110	.06
WBL	1	1700	60	.04*	40	.02
WBT	1	1700	70	.04	160	.09*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.62**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	70	.04	160	.09
SBT	2	3400	330	.10*	1670	.49*
SBR	1	1700	10	.01	110	.06
EBL	0	0	0		0	
EBT	1	1700	130	.08*	50	.03
EBR	1	1700	40	.02	110	.06
WBL	1	1700	60	.04*	40	.02
WBT	1	1700	70	.04	160	.09*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.63**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	70	.04	120	.07
SBT	2	3400	430	.13*	2070	.61*
SBR	1	1700	10	.01	120	.07
EBL	0	0	0		0	
EBT	1	1700	130	.08*	50	.03
EBR	1	1700	40	.02	90	.05
WBL	1	1700	70	.04*	40	.02
WBT	1	1700	70	.04	150	.09*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.30**		**.75**

102. Newport SB & Vanguard

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	70	.04	120	.07
SBT	2	3400	430	.13*	2120	.62*
SBR	1	1700	10	.01	120	.07
EBL	0	0	0		0	
EBT	1	1700	130	.08*	50	.03
EBR	1	1700	40	.02	90	.05
WBL	1	1700	70	.04*	40	.02
WBT	1	1700	70	.04	150	.09*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.30**		**.76**

103. Newport NB & Santa Isabel

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	50	.03
NBT	2	3400	790	.24*	740	.23*
NBR	0	0	20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	120	.04*	100	.03*
EBT	1	1700	40	.02	80	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	40	.08*	160	.12*
WBR	0	0	90		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.43**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	100	.06
NBT	2	3400	1070	.32*	790	.24*
NBR	0	0	20		40	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	120	.04*	110	.03*
EBT	1	1700	50	.03	90	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.09*	170	.12*
WBR	0	0	90		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.44**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	100	.06
NBT	2	3400	1080	.32*	800	.25*
NBR	0	0	20		40	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	120	.04*	110	.03*
EBT	1	1700	50	.03	90	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.09*	170	.12*
WBR	0	0	90		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.45**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	100	.06
NBT	2	3400	1320	.39*	940	.29*
NBR	0	0	20		40	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	120	.04*	80	.02*
EBT	1	1700	50	.03	70	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.09*	160	.11*
WBR	0	0	80		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.47**

103. Newport NB & Santa Isabel

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	100	.06
NBT	2	3400	1330	.40*	960	.29*
NBR	0	0	20		40	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	120	.04*	80	.02*
EBT	1	1700	50	.03	70	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	70	.09*	160	.11*
WBR	0	0	80		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.47**

104. Harbor & Harbor Center

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1190	.25*	1560	.33*
NBR	0	0	90		120	
SBL	1	1700	80	.05*	160	.09*
SBT	3	5100	1280	.25	1810	.35
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	60	.04*	130	.08*
WBT	0	0	0		0	
WBR	1	1700	70	.04	140	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.55**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1790	.37*	1870	.39*
NBR	0	0	90		100	
SBL	1	1700	80	.05*	170	.10*
SBT	3	5100	1430	.28	2350	.46
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	60	.04*	130	.08*
WBT	0	0	0		0	
WBR	1	1700	90	.05	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.62**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1870	.38*	1930	.40*
NBR	0	0	90		100	
SBL	1	1700	80	.05*	180	.11*
SBT	3	5100	1460	.29	2420	.47
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	60	.04*	130	.08*
WBT	0	0	0		0	
WBR	1	1700	90	.05	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.64**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1820	.38*	1770	.37*
NBR	0	0	120		100	
SBL	1	1700	80	.05*	140	.08*
SBT	3	5100	1400	.27	2290	.45
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	60	.04*	130	.08*
WBT	0	0	0		0	
WBR	1	1700	70	.04	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.58**

104. Harbor & Harbor Center

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1890	.39*	1830	.38*
NBR	0	0	120		100	
SBL	1	1700	80	.05*	150	.09*
SBT	3	5100	1430	.28	2360	.46
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	60	.04*	130	.08*
WBT	0	0	0		0	
WBR	1	1700	70	.04	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.60**

115. Placentia & Wilson

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	40	.02
NBT	2	3400	630	.22*	530	.21*
NBR	0	0	120		180	
SBL	1	1700	20	.01*	60	.04*
SBT	2	3400	350	.11	310	.10
SBR	0	0	20		20	
EBL	1	1700	30	.02	60	.04
EBT	1	1700	100	.06*	70	.04*
EBR	1	1700	40	.02	30	.02
WBL	1	1700	160	.09*	220	.13*
WBT	2	3400	100	.04	130	.06
WBR	0	0	30		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.47**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	50	.03
NBT	2	3400	800	.27*	590	.21*
NBR	0	0	130		130	
SBL	1	1700	30	.02*	70	.04*
SBT	2	3400	300	.10	540	.16
SBR	0	0	30		20	
EBL	1	1700	50	.03	60	.04
EBT	1	1700	110	.06*	100	.06*
EBR	1	1700	30	.02	30	.02
WBL	1	1700	140	.08*	230	.14*
WBT	2	3400	100	.04	150	.06
WBR	0	0	30		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.50**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	50	.03
NBT	2	3400	800	.27*	590	.21*
NBR	0	0	130		130	
SBL	1	1700	30	.02*	70	.04*
SBT	2	3400	300	.10	540	.16
SBR	0	0	30		20	
EBL	1	1700	50	.03	60	.04
EBT	1	1700	110	.06*	100	.06*
EBR	1	1700	30	.02	30	.02
WBL	1	1700	140	.08*	230	.14*
WBT	2	3400	100	.04	150	.06
WBR	0	0	30		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.50**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	20	.01
NBT	2	3400	720	.30*	490	.26*
NBR	0	0	310		390	
SBL	1	1700	30	.02*	70	.04*
SBT	2	3400	260	.09	490	.15
SBR	0	0	30		10	
EBL	1	1700	30	.02	60	.04
EBT	2	3400	140	.05*	110	.04*
EBR	0	0	30		30	
WBL	1	1700	250	.15*	380	.22*
WBT	2	3400	110	.04	210	.12
WBR	0	0	40		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.61**

115. Placentia & Wilson

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	20	.01
NBT	2	3400	720	.30*	490	.26*
NBR	0	0	310		390	
SBL	1	1700	30	.02*	70	.04*
SBT	2	3400	260	.09	490	.15
SBR	0	0	30		10	
EBL	1	1700	30	.02	60	.04
EBT	2	3400	140	.05*	110	.04*
EBR	0	0	30		30	
WBL	1	1700	250	.15*	380	.22*
WBT	2	3400	110	.05	220	.13
WBR	0	0	50		210	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.61**

116. Harbor & Wilson

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	110	.06
NBT	3	5100	810	.16*	1370	.27*
NBR	1	1700	70	.04	110	.06
SBL	1	1700	60	.04*	120	.07*
SBT	3	5100	880	.17	1140	.22
SBR	1	1700	100	.06	220	.13
EBL	2	3400	210	.06	210	.06*
EBT	2	3400	340	.10*	200	.06
EBR	1	1700	100	.06	80	.05
WBL	2	3400	200	.06*	310	.09
WBT	2	3400	190	.06	430	.13*
WBR	1	1700	60	.04	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.58**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	110	.06
NBT	3	5100	1360	.27*	1590	.31*
NBR	1	1700	120	.07	140	.08
SBL	1	1700	70	.04*	140	.08*
SBT	3	5100	1010	.20	1580	.31
SBR	1	1700	100	.06	280	.16
EBL	2	3400	250	.07	250	.07*
EBT	2	3400	470	.14*	240	.07
EBR	1	1700	30	.02	70	.04
WBL	2	3400	210	.06*	400	.12
WBT	2	3400	210	.06	540	.16*
WBR	1	1700	70	.04	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.67**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	110	.06
NBT	3	5100	1440	.28*	1650	.32*
NBR	1	1700	120	.07	140	.08
SBL	1	1700	70	.04*	150	.09*
SBT	3	5100	1030	.20	1640	.32
SBR	1	1700	100	.06	280	.16
EBL	2	3400	260	.08	250	.07*
EBT	2	3400	470	.14*	240	.07
EBR	1	1700	30	.02	70	.04
WBL	2	3400	210	.06*	410	.12
WBT	2	3400	210	.06	540	.16*
WBR	1	1700	70	.04	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.69**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	230	.14*
NBT	3	5100	1240	.24*	1430	.28
NBR	1	1700	50	.03	140	.08
SBL	1	1700	60	.04*	130	.08
SBT	3	5100	950	.19	1440	.28*
SBR	1	1700	150	.09	370	.22
EBL	2	3400	430	.13	400	.12*
EBT	2	3400	790	.23*	420	.12
EBR	1	1700	40	.02	90	.05
WBL	2	3400	200	.06*	390	.11
WBT	2	3400	320	.09	870	.26*
WBR	1	1700	70	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.85**

116. Harbor & Wilson

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	240	.14*
NBT	3	5100	1310	.26*	1480	.29
NBR	1	1700	50	.03	140	.08
SBL	1	1700	60	.04*	140	.08
SBT	3	5100	970	.19	1500	.29*
SBR	1	1700	150	.09	380	.22
EBL	2	3400	440	.13	410	.12*
EBT	2	3400	790	.23*	420	.12
EBR	1	1700	40	.02	90	.05
WBL	2	3400	200	.06*	400	.12
WBT	2	3400	320	.09	870	.26*
WBR	1	1700	70	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.86**

117. Fairview & Wilson

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	200	.12*
NBT	2	3400	200	.07	390	.12
NBR	0	0	30		20	
SBL	1	1700	80	.05	60	.04
SBT	2	3400	250	.07*	320	.09*
SBR	1	1700	130	.08	200	.12
EBL	1	1700	170	.10	210	.12*
EBT	1	1700	460	.30*	320	.23
EBR	0	0	50		70	
WBL	1	1700	10	.01*	40	.02
WBT	1	1700	160	.12	420	.28*
WBR	0	0	50		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.66**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	180	.11*
NBT	2	3400	260	.09	560	.17
NBR	0	0	40		20	
SBL	1	1700	120	.07	50	.03
SBT	2	3400	400	.12*	590	.17*
SBR	1	1700	130	.08	240	.14
EBL	1	1700	190	.11	230	.14*
EBT	1	1700	650	.39*	380	.25
EBR	0	0	20		40	
WBL	1	1700	10	.01*	40	.02
WBT	1	1700	200	.18	500	.36*
WBR	0	0	100		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.83**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	180	.11*
NBT	2	3400	280	.09	570	.17
NBR	0	0	40		20	
SBL	1	1700	120	.07	50	.03
SBT	2	3400	410	.12*	660	.19*
SBR	1	1700	130	.08	240	.14
EBL	1	1700	190	.11	230	.14*
EBT	1	1700	650	.39*	380	.25
EBR	0	0	20		40	
WBL	1	1700	10	.01*	40	.02
WBT	1	1700	200	.18	510	.37*
WBR	0	0	100		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.86**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	240	.14*
NBT	2	3400	260	.09*	550	.17
NBR	0	0	30		20	
SBL	1	1700	120	.07*	70	.04
SBT	2	3400	390	.11	560	.16*
SBR	1	1700	180	.11	310	.18
EBL	1	1700	220	.13	300	.18*
EBT	2	3400	1020	.32*	560	.19
EBR	0	0	60		70	
WBL	1	1700	10	.01*	40	.02
WBT	2	3400	300	.11	950	.30*
WBR	0	0	90		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.83**

117. Fairview & Wilson

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	240	.14*
NBT	2	3400	270	.09	550	.17
NBR	0	0	30		20	
SBL	1	1700	120	.07	70	.04
SBT	2	3400	400	.12*	620	.18*
SBR	1	1700	180	.11	310	.18
EBL	1	1700	230	.14	300	.18*
EBT	2	3400	1030	.32*	570	.19
EBR	0	0	60		70	
WBL	1	1700	10	.01*	40	.02
WBT	2	3400	300	.11	970	.31*
WBR	0	0	90		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.86**

118. Newport SB & Wilson

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	40	.02	100	.06
SBT	2	3400	180	.05*	550	.16*
SBR	1	1700	110	.06	410	.24
EBL	0	0	0		0	
EBT	2	3400	520	.15*	380	.11*
EBR	1	1700	20	.01	40	.02
WBL	1	1700	20	.01*	20	.01*
WBT	1	1700	50	.03	150	.09
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.39**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02	140	.08
SBT	2	3400	190	.06*	840	.25*
SBR	1	1700	150	.09	540	.32
EBL	0	0	0		0	
EBT	2	3400	750	.22*	420	.12*
EBR	1	1700	20	.01	40	.02
WBL	1	1700	20	.01*	20	.01*
WBT	1	1700	80	.05	190	.11
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.49**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02	140	.08
SBT	2	3400	190	.06*	880	.26*
SBR	1	1700	150	.09	550	.32
EBL	0	0	0		0	
EBT	2	3400	750	.22*	420	.12*
EBR	1	1700	20	.01	40	.02
WBL	1	1700	20	.01*	20	.01*
WBT	1	1700	80	.05	190	.11
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.48**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	50	.03	80	.05
SBT	2	3400	190	.06*	880	.26*
SBR	1	1700	220	.13	930	.55
EBL	0	0	0		0	
EBT	2	3400	1090	.32*	620	.18*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	20	.01*	20	.01*
WBT	1	1700	80	.05	200	.12
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.24*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.74**

118. Newport SB & Wilson

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	50	.03	80	.05
SBT	2	3400	190	.06*	920	.27*
SBR	1	1700	220	.13	940	.55
EBL	0	0	0		0	
EBT	2	3400	1100	.32*	630	.19*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	20	.01*	20	.01*
WBT	1	1700	80	.05	200	.12
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.74**

119. Newport NB & Wilson

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	60	.04
NBT	2	3400	360	.11*	470	.15*
NBR	0	0	20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	440	.13*	260	.08*
EBT	1	1700	110	.06	200	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	60	.07*	140	.12*
WBR	0	0	60		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.40**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	2	3400	470	.14*	560	.17*
NBR	0	0	20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	640	.19*	280	.08*
EBT	1	1700	130	.08	270	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	80	.08*	180	.14*
WBR	0	0	50		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.44**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	2	3400	470	.14*	570	.18*
NBR	0	0	20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	640	.19*	280	.08*
EBT	1	1700	130	.08	270	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	80	.08*	180	.14*
WBR	0	0	50		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.45**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	2	3400	400	.12*	510	.16*
NBR	0	0	20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	980	.29*	480	.14*
EBT	1	1700	120	.07	210	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	90	.08*	190	.15*
WBR	0	0	40		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.50**

119. Newport NB & Wilson

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	2	3400	410	.13*	530	.16*
NBR	0	0	20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	990	.29*	480	.14*
EBT	1	1700	120	.07	210	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	90	.08*	190	.15*
WBR	0	0	40		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.50**

121. Valley & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	40	.02*
NBT	1	1700	10	.02*	10	.01
NBR	0	0	20		10	
SBL	0	0	60	{.04}*	20	
SBT	1	1700	10	.04	10	.02*
SBR	1	1700	40	.02	50	.03
EBL	1	1700	20	.01	80	.05*
EBT	2	3400	1410	.42*	800	.24
EBR	0	0	10		30	
WBL	1	1700	20	.01*	40	.02
WBT	2	3400	720	.21	1680	.51*
WBR	0	0	10		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.65**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	50	.03*
NBT	1	1700	10	.02*	10	.01
NBR	0	0	20		10	
SBL	0	0	60	{.04}*	20	
SBT	1	1700	10	.04	10	.02*
SBR	1	1700	40	.02	50	.03
EBL	1	1700	20	.01	80	.05*
EBT	2	3400	1570	.46*	920	.28
EBR	0	0	10		30	
WBL	1	1700	20	.01*	40	.02
WBT	2	3400	780	.23	1960	.59*
WBR	0	0	10		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.74**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	50	.03*
NBT	1	1700	10	.02*	10	.01
NBR	0	0	20		10	
SBL	0	0	60	{.04}*	20	
SBT	1	1700	10	.04	10	.02*
SBR	1	1700	40	.02	50	.03
EBL	1	1700	20	.01	80	.05*
EBT	2	3400	1580	.47*	940	.29
EBR	0	0	10		30	
WBL	1	1700	20	.01*	40	.02
WBT	2	3400	790	.24	1980	.59*
WBR	0	0	10		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.74**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	50	.03*
NBT	1	1700	10	.02*	10	.01
NBR	0	0	20		10	
SBL	0	0	60	{.04}*	20	
SBT	1	1700	10	.04	10	.02*
SBR	1	1700	40	.02	50	.03
EBL	1	1700	20	.01	80	.05*
EBT	2	3400	1590	.47*	910	.28
EBR	0	0	10		30	
WBL	1	1700	20	.01*	40	.02
WBT	2	3400	750	.22	1990	.60*
WBR	0	0	10		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.75**

121. Valley & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	50	.03*
NBT	1	1700	10	.02*	10	.01
NBR	0	0	20		10	
SBL	0	0	60	{.04}*	20	
SBT	1	1700	10	.04	10	.02*
SBR	1	1700	40	.02	50	.03
EBL	1	1700	20	.01	80	.05*
EBT	2	3400	1600	.47*	930	.28
EBR	0	0	10		30	
WBL	1	1700	20	.01*	40	.02
WBT	2	3400	760	.23	2000	.60*
WBR	0	0	10		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.75**

122. Canyon & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	
NBT	1	1700	10	.02*	10	.02*
NBR	1	1700	50	.03	20	.01
SBL	0	0	60	{.04}*	30	{.02}*
SBT	1	1700	10	.04	10	.02
SBR	1	1700	110	.06	60	.04
EBL	1	1700	110	.06	50	.03*
EBT	2	3400	1370	.41*	750	.23
EBR	0	0	10		20	
WBL	1	1700	20	.01*	60	.04
WBT	2	3400	610	.18	1680	.49*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.61**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	{.01}*
NBT	1	1700	10	.02*	10	.02
NBR	1	1700	50	.03	20	.01
SBL	0	0	60	{.04}*	40	
SBT	1	1700	10	.04	10	.03*
SBR	1	1700	110	.06	100	.06
EBL	1	1700	140	.08	100	.06*
EBT	2	3400	1520	.45*	830	.25
EBR	0	0	10		20	
WBL	1	1700	20	.01*	60	.04
WBT	2	3400	660	.19	1920	.56*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.71**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	{.01}*
NBT	1	1700	10	.02*	10	.02
NBR	1	1700	50	.03	20	.01
SBL	0	0	60	{.04}*	40	
SBT	1	1700	10	.04	10	.03*
SBR	1	1700	110	.06	100	.06
EBL	1	1700	140	.08	100	.06*
EBT	2	3400	1530	.45*	850	.26
EBR	0	0	10		20	
WBL	1	1700	20	.01*	60	.04
WBT	2	3400	670	.20	1940	.57*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.72**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	{.01}*
NBT	1	1700	10	.02*	10	.02
NBR	1	1700	50	.03	20	.01
SBL	0	0	60	{.04}*	40	
SBT	1	1700	10	.04	10	.03*
SBR	1	1700	110	.06	120	.07
EBL	1	1700	170	.10	110	.06*
EBT	2	3400	1500	.44*	810	.24
EBR	0	0	10		20	
WBL	1	1700	20	.01*	60	.04
WBT	2	3400	640	.19	1930	.57*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.72**

122. Canyon & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	{.01}*
NBT	1	1700	10	.02*	10	.02
NBR	1	1700	50	.03	20	.01
SBL	0	0	60	{.04}*	40	
SBT	1	1700	10	.04	10	.03*
SBR	1	1700	110	.06	120	.07
EBL	1	1700	170	.10	110	.06*
EBT	2	3400	1510	.45*	830	.25
EBR	0	0	10		20	
WBL	1	1700	20	.01*	60	.04
WBT	2	3400	650	.19	1950	.57*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.72**

123. American & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	10		10	
SBT	1	1700	30	.02*	10	.01*
SBR	1	1700	10	.01	10	.01
EBL	1	1700	10	.01	10	.01*
EBT	2	3400	1430	.43*	780	.24
EBR	0	0	30		20	
WBL	1	1700	110	.06*	60	.04
WBT	2	3400	690	.21	1760	.52*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.59**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	10		10	
SBT	1	1700	40	.03*	10	.01*
SBR	1	1700	20	.01	10	.01
EBL	1	1700	30	.02	10	.01*
EBT	2	3400	1550	.46*	860	.26
EBR	0	0	30		20	
WBL	1	1700	110	.06*	60	.04
WBT	2	3400	730	.22	1990	.59*
WBR	0	0	20		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.66**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	10		10	
SBT	1	1700	40	.03*	10	.01*
SBR	1	1700	20	.01	10	.01
EBL	1	1700	30	.02	10	.01*
EBT	2	3400	1560	.47*	880	.26
EBR	0	0	30		20	
WBL	1	1700	110	.06*	60	.04
WBT	2	3400	740	.22	2010	.59*
WBR	0	0	20		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.66**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	10		10	
SBT	1	1700	30	.02*	10	.01*
SBR	1	1700	20	.01	30	.02
EBL	1	1700	50	.03	10	.01*
EBT	2	3400	1520	.46*	840	.25
EBR	0	0	30		20	
WBL	1	1700	100	.06*	50	.03
WBT	2	3400	710	.21	1970	.58*
WBR	0	0	20		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.65**

123. American & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	10		10	
SBT	1	1700	30	.02*	10	.01*
SBR	1	1700	20	.01	30	.02
EBL	1	1700	50	.03	10	.01*
EBT	2	3400	1530	.46*	860	.26
EBR	0	0	30		20	
WBL	1	1700	100	.06*	50	.03
WBT	2	3400	720	.22	1990	.59*
WBR	0	0	20		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.66**

124. National & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50	{.03}*	40	{.02}*
NBT	1	1700	10	.04	10	.03
NBR	1	1700	90	.05	50	.03
SBL	0	0	20		20	
SBT	1	1700	10	.04*	10	.03*
SBR	0	0	30		20	
EBL	1	1700	20	.01	30	.02*
EBT	2	3400	1540	.46*	730	.23
EBR	0	0	20		50	
WBL	1	1700	20	.01*	80	.05
WBT	2	3400	730	.21	1750	.51*
WBR	1	1700	20	.01	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.63**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60	{.04}*	50	{.03}*
NBT	1	1700	10	.04	10	.04
NBR	1	1700	90	.05	50	.03
SBL	0	0	20		30	
SBT	1	1700	20	.04*	10	.04*
SBR	0	0	30		20	
EBL	1	1700	20	.01	30	.02*
EBT	2	3400	1630	.49*	790	.26
EBR	0	0	20		80	
WBL	1	1700	20	.01*	90	.05
WBT	2	3400	780	.23	1960	.58*
WBR	1	1700	20	.01	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.72**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60	{.04}*	50	{.03}*
NBT	1	1700	10	.04	10	.04
NBR	1	1700	90	.05	50	.03
SBL	0	0	20		30	
SBT	1	1700	20	.04*	10	.04*
SBR	0	0	30		20	
EBL	1	1700	20	.01	30	.02*
EBT	2	3400	1640	.49*	810	.26
EBR	0	0	20		80	
WBL	1	1700	20	.01*	90	.05
WBT	2	3400	790	.23	1980	.58*
WBR	1	1700	20	.01	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.72**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60	{.04}*	40	{.02}*
NBT	1	1700	10	.04	20	.04
NBR	1	1700	80	.05	50	.03
SBL	0	0	20		30	
SBT	1	1700	20	.04*	10	.04*
SBR	0	0	30		20	
EBL	1	1700	20	.01	30	.02*
EBT	2	3400	1610	.48*	770	.25
EBR	0	0	20		70	
WBL	1	1700	20	.01*	90	.05
WBT	2	3400	750	.22	1930	.57*
WBR	1	1700	20	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.70**

124. National & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60	{.04}*	40	{.02}*
NBT	1	1700	10	.04	20	.04
NBR	1	1700	80	.05	50	.03
SBL	0	0	20		30	
SBT	1	1700	20	.04*	10	.04*
SBR	0	0	30		20	
EBL	1	1700	20	.01	30	.02*
EBT	2	3400	1620	.48*	790	.25
EBR	0	0	20		70	
WBL	1	1700	20	.01*	90	.05
WBT	2	3400	760	.22	1950	.57*
WBR	1	1700	20	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.70**

125. Placentia & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07*	620	.18*
NBT	2	3400	390	.11	720	.21
NBR	1	1700	100	.06	180	.11
SBL	1	1700	110	.06	80	.05
SBT	2	3400	500	.15*	430	.13*
SBR	1	1700	50	.03	70	.04
EBL	1	1700	60	.04	50	.03*
EBT	2	3400	1260	.37*	510	.15
EBR	1	1700	460	.27	280	.16
WBL	1	1700	170	.10*	130	.08
WBT	2	3400	550	.16	1300	.38*
WBR	1	1700	100	.06	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.77**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06	650	.19*
NBT	2	3400	600	.18*	760	.22
NBR	1	1700	100	.06	170	.10
SBL	1	1700	120	.07*	130	.08
SBT	2	3400	440	.13	630	.19*
SBR	1	1700	40	.02	70	.04
EBL	1	1700	50	.03	30	.02*
EBT	2	3400	1360	.40*	590	.17
EBR	1	1700	480	.28	270	.16
WBL	1	1700	160	.09*	130	.08
WBT	2	3400	600	.18	1460	.43*
WBR	1	1700	110	.06	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.88**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06	660	.19*
NBT	2	3400	600	.18*	760	.22
NBR	1	1700	100	.06	170	.10
SBL	1	1700	120	.07*	140	.08
SBT	2	3400	440	.13	630	.19*
SBR	1	1700	40	.02	70	.04
EBL	1	1700	50	.03	30	.02*
EBT	2	3400	1360	.40*	600	.18
EBR	1	1700	490	.29	280	.16
WBL	1	1700	160	.09*	130	.08
WBT	2	3400	610	.18	1470	.43*
WBR	1	1700	120	.07	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.88**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06	660	.19*
NBT	2	3400	650	.19*	760	.22
NBR	1	1700	100	.06	80	.05
SBL	1	1700	110	.06*	120	.07
SBT	2	3400	440	.13	580	.17*
SBR	1	1700	90	.05	180	.11
EBL	1	1700	160	.09	100	.06*
EBT	2	3400	1340	.39*	490	.14
EBR	1	1700	400	.24	230	.14
WBL	1	1700	140	.08*	180	.11
WBT	2	3400	560	.16	1370	.40*
WBR	1	1700	70	.04	50	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.87**

125. Placentia & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06	670	.20*
NBT	2	3400	650	.19*	760	.22
NBR	1	1700	100	.06	80	.05
SBL	1	1700	110	.06*	130	.08
SBT	2	3400	440	.13	580	.17*
SBR	1	1700	90	.05	180	.11
EBL	1	1700	160	.09	100	.06*
EBT	2	3400	1340	.39*	500	.15
EBR	1	1700	410	.24	240	.14
WBL	1	1700	140	.08*	180	.11
WBT	2	3400	570	.17	1370	.40*
WBR	1	1700	70	.04	50	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.88**

126. Pomona & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	20	.01*
NBT	1	1700	90	.07	160	.11
NBR	0	0	30		20	
SBL	1	1700	30	.02	40	.02
SBT	1	1700	90	.11*	130	.15*
SBR	0	0	90		120	
EBL	1	1700	70	.04*	120	.07
EBT	2	3400	650	.19	1410	.41*
EBR	1	1700	20	.01	40	.02
WBL	1	1700	30	.02	20	.01*
WBT	2	3400	1350	.40*	690	.20
WBR	1	1700	40	.02	50	.03
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.63**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	70	.04*
NBT	1	1700	110	.14*	200	.13
NBR	0	0	120		20	
SBL	1	1700	100	.06*	30	.02
SBT	1	1700	90	.10	160	.15*
SBR	0	0	80		90	
EBL	1	1700	60	.04*	90	.05
EBT	2	3400	770	.23	1510	.44*
EBR	1	1700	50	.03	80	.05
WBL	1	1700	30	.02	80	.05*
WBT	2	3400	1400	.41*	840	.25
WBR	1	1700	40	.02	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.73**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	80	.05*
NBT	1	1700	110	.14*	200	.13
NBR	0	0	120		20	
SBL	1	1700	100	.06*	30	.02
SBT	1	1700	90	.10	160	.15*
SBR	0	0	80		90	
EBL	1	1700	60	.04*	90	.05
EBT	2	3400	770	.23	1530	.45*
EBR	1	1700	50	.03	80	.05
WBL	1	1700	30	.02	90	.05*
WBT	2	3400	1420	.42*	840	.25
WBR	1	1700	40	.02	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.75**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	20	.01*
NBT	1	1700	110	.13*	220	.14
NBR	0	0	110		10	
SBL	1	1700	30	.02*	40	.02
SBT	1	1700	90	.12	200	.24*
SBR	0	0	110		210	
EBL	1	1700	70	.04*	120	.07
EBT	2	3400	720	.21	1300	.38*
EBR	1	1700	30	.02	60	.04
WBL	1	1700	30	.02	30	.02*
WBT	2	3400	1260	.37*	720	.21
WBR	1	1700	40	.02	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.70**

126. Pomona & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	20	.01*
NBT	1	1700	110	.13*	220	.14
NBR	0	0	110		10	
SBL	1	1700	30	.02*	40	.02
SBT	1	1700	90	.12	200	.24*
SBR	0	0	110		210	
EBL	1	1700	70	.04*	120	.07
EBT	2	3400	720	.21	1320	.39*
EBR	1	1700	30	.02	60	.04
WBL	1	1700	30	.02	40	.02*
WBT	2	3400	1270	.37*	720	.21
WBR	1	1700	40	.02	40	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.71**

127. Harbor & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	160	.09*
NBT	3	5100	540	.11*	1130	.22
NBR	1	1700	90	.05	120	.07
SBL	1	1700	130	.08*	100	.06
SBT	3	5100	770	.15	1000	.20*
SBR	1	1700	110	.06	170	.10
EBL	2	3400	190	.06	250	.07*
EBT	2	3400	1370	.40*	550	.16
EBR	1	1700	70	.04	70	.04
WBL	2	3400	110	.03*	100	.03
WBT	2	3400	530	.16	1250	.37*
WBR	1	1700	70	.04	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.78**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	130	.08
NBT	3	5100	860	.17*	1440	.28*
NBR	1	1700	120	.07	140	.08
SBL	1	1700	70	.04*	110	.06*
SBT	3	5100	900	.18	1260	.25
SBR	1	1700	130	.08	400	.24
EBL	2	3400	410	.12	240	.07*
EBT	2	3400	1560	.46*	650	.19
EBR	1	1700	80	.05	120	.07
WBL	2	3400	100	.03*	140	.04
WBT	2	3400	580	.17	1320	.39*
WBR	1	1700	90	.05	70	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.85**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	140	.08
NBT	3	5100	920	.18*	1490	.29*
NBR	1	1700	120	.07	150	.09
SBL	1	1700	70	.04*	120	.07*
SBT	3	5100	920	.18	1310	.26
SBR	1	1700	130	.08	410	.24
EBL	2	3400	420	.12	250	.07*
EBT	2	3400	1570	.46*	660	.19
EBR	1	1700	90	.05	130	.08
WBL	2	3400	110	.03*	140	.04
WBT	2	3400	580	.17	1330	.39*
WBR	1	1700	90	.05	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.87**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	190	.11*
NBT	3	5100	780	.15*	1350	.26
NBR	1	1700	110	.06	150	.09
SBL	1	1700	80	.05*	130	.08
SBT	3	5100	860	.17	1200	.24*
SBR	1	1700	90	.05	290	.17
EBL	2	3400	350	.10	130	.04*
EBT	2	3400	1450	.43*	520	.15
EBR	1	1700	90	.05	150	.09
WBL	2	3400	120	.04*	140	.04
WBT	2	3400	510	.15	1190	.35*
WBR	1	1700	100	.06	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.79**

127. Harbor & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	210	.12*
NBT	3	5100	830	.16*	1400	.27
NBR	1	1700	110	.06	160	.09
SBL	1	1700	80	.05*	140	.08
SBT	3	5100	880	.17	1250	.25*
SBR	1	1700	90	.05	300	.18
EBL	2	3400	360	.11	140	.04*
EBT	2	3400	1460	.43*	530	.16
EBR	1	1700	100	.06	160	.09
WBL	2	3400	130	.04*	150	.04
WBT	2	3400	510	.15	1200	.35*
WBR	1	1700	100	.06	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.81**

128. Newport SB & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		310		600	
SBT	2.5	6800	420	.11*	1480	.31*
SBR	f		410		1240	
EBL	0	0	0		0	
EBT	3	5100	1560	.31*	740	.15*
EBR	0	0	20		40	
WBL	1	1700	40	.02*	90	.05*
WBT	1	1700	150	.09	260	.15
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.56**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		290		560	.33
SBT	2.5	6800	590	.13*	2170	.43*
SBR	f		410		1330	
EBL	0	0	0		0	
EBT	3	5100	1650	.33*	880	.18*
EBR	0	0	30		60	
WBL	1	1700	50	.03*	80	.05*
WBT	1	1700	160	.09	310	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.71**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		300		630	.37
SBT	2.5	6800	610	.13*	2310	.45*
SBR	f		410		1360	
EBL	0	0	0		0	
EBT	3	5100	1670	.33*	900	.19*
EBR	0	0	30		70	
WBL	1	1700	50	.03*	90	.05*
WBT	1	1700	170	.10	320	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.74**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		250		570	.34
SBT	2.5	6800	590	.12*	2150	.42*
SBR	f		410		1180	
EBL	0	0	0		0	
EBT	3	5100	1550	.31*	730	.16*
EBR	0	0	50		70	
WBL	1	1700	60	.04*	90	.05*
WBT	1	1700	140	.08	330	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.68**

128. Newport SB & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		260		640	.38
SBT	2.5	6800	610	.13*	2280	.45*
SBR	f		410		1200	
EBL	0	0	0		0	
EBT	3	5100	1580	.32*	740	.16*
EBR	0	0	50		80	
WBL	1	1700	60	.04*	100	.06*
WBT	1	1700	150	.09	340	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.72**

129. Newport NB & 22nd

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		80		150	
NBT	2.5	5100	760	.16*	830	.19*
NBR	1	1700	40	.02	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	1600	.47*	750	.22*
EBT	2	3400	350	.10	620	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	130	.08*	240	.14*
WBR	1	1700	190	.11	200	.12
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	150	.09
NBT	3	5100	950	.19*	850	.17*
NBR	1	1700	110	.06	50	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	1650	.49*	850	.25*
EBT	2	3400	370	.11	630	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	150	.07*	280	.09*
WBR	1.5		190		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.56**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	150	.09
NBT	3	5100	960	.19*	870	.17*
NBR	1	1700	120	.07	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	1670	.49*	860	.25*
EBT	2	3400	380	.11	700	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	160	.08*	290	.10*
WBR	1.5		230		220	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.57**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	190	.11
NBT	3	5100	910	.18*	870	.17*
NBR	1	1700	110	.06	70	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	1550	.46*	690	.20*
EBT	2	3400	340	.10	640	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	140	.06*	260	.08*
WBR	1.5		160		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.50**

129. Newport NB & 22nd

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	190	.11
NBT	3	5100	920	.18*	900	.18*
NBR	1	1700	120	.07	80	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	1580	.46*	700	.21*
EBT	2	3400	350	.10	710	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	150	.07*	270	.08*
WBR	1.5		200		160	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.52**

130. Harbor & Hamilton

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	30	.02
NBT	3	5100	560	.11	1320	.26*
NBR	0	0	10		20	
SBL	1	1700	20	.01	160	.09*
SBT	3	5100	870	.20*	1030	.21
SBR	0	0	160		50	
EBL	1	1700	180	.11*	80	.05
EBT	1	1700	70	.06	150	.16*
EBR	0	0	30		130	
WBL	0	0	10		10	{.01}*
WBT	1	1700	30	.04*	110	.09
WBR	0	0	30		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.57**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	50	.03
NBT	3	5100	890	.18	1560	.31*
NBR	0	0	10		20	
SBL	1	1700	20	.01	170	.10*
SBT	3	5100	1060	.23*	1310	.27
SBR	0	0	130		90	
EBL	1	1700	230	.14*	140	.08*
EBT	1	1700	80	.12	150	.16
EBR	0	0	120		120	
WBL	0	0	10		20	
WBT	1	1700	30	.04*	140	.12*
WBR	0	0	30		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.66**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	70	.04
NBT	3	5100	950	.19	1620	.32*
NBR	0	0	10		30	
SBL	1	1700	20	.01	180	.11*
SBT	3	5100	1100	.24*	1370	.29
SBR	0	0	130		90	
EBL	1	1700	240	.14*	140	.08*
EBT	1	1700	80	.12	150	.17
EBR	0	0	130		140	
WBL	0	0	10		30	
WBT	1	1700	30	.05*	140	.13*
WBR	0	0	40		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.69**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	30	.02
NBT	3	5100	750	.15	1530	.30*
NBR	0	0	10		20	
SBL	1	1700	20	.01	180	.11*
SBT	3	5100	1040	.23*	1280	.27
SBR	0	0	120		80	
EBL	1	1700	250	.15*	150	.09*
EBT	1	1700	70	.07	140	.14
EBR	0	0	50		90	
WBL	0	0	10		20	
WBT	1	1700	20	.04*	130	.12*
WBR	0	0	30		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.67**

130. Harbor & Hamilton

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	40	.02
NBT	3	5100	800	.16	1590	.32*
NBR	0	0	10		30	
SBL	1	1700	20	.01	190	.11*
SBT	3	5100	1080	.24*	1340	.28
SBR	0	0	120		80	
EBL	1	1700	260	.15*	150	.09*
EBT	1	1700	70	.08	140	.14
EBR	0	0	60		100	
WBL	0	0	10		30	
WBT	1	1700	20	.04*	130	.13*
WBR	0	0	40		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.70**

131. Harbor & Bay

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01
NBT	3	5100	520	.11	1150	.24*
NBR	0	0	60		50	
SBL	1	1700	60	.04	60	.04*
SBT	3	5100	810	.16*	1060	.21
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1700	10	.02	10	.02
EBR	0	0	10		10	
WBL	0	0	30		70	
WBT	1	1700	10	.08*	10	.13*
WBR	0	0	90		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.31**		**.47**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	850	.19*	1410	.29*
NBR	0	0	100		80	
SBL	1	1700	170	.10*	50	.03*
SBT	3	5100	980	.19	1360	.27
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1700	10	.02	10	.02
EBR	0	0	10		10	
WBL	0	0	50		180	
WBT	1	1700	10	.09*	10	.21*
WBR	0	0	90		160	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.44**		**.59**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	910	.20*	1490	.31*
NBR	0	0	100		90	
SBL	1	1700	170	.10*	50	.03*
SBT	3	5100	1030	.20	1440	.28
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1700	10	.02	10	.02
EBR	0	0	10		10	
WBL	0	0	50		180	
WBT	1	1700	10	.09*	10	.21*
WBR	0	0	90		160	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.61**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	710	.16*	1360	.28*
NBR	0	0	100		60	
SBL	1	1700	90	.05*	60	.04*
SBT	3	5100	960	.19	1280	.25
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1700	10	.02	10	.02
EBR	0	0	10		10	
WBL	0	0	50		170	
WBT	1	1700	10	.08*	10	.19*
WBR	0	0	70		150	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.35**		**.57**

131. Harbor & Bay

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	760	.17*	1440	.30*
NBR	0	0	100		70	
SBL	1	1700	90	.05*	60	.04*
SBT	3	5100	1010	.20	1360	.27
SBR	0	0	10		10	
EBL	0	0	10	{.01}*	10	{.01}*
EBT	1	1700	10	.02	10	.02
EBR	0	0	10		10	
WBL	0	0	50		170	
WBT	1	1700	10	.08*	10	.19*
WBR	0	0	70		150	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.59**

132. Newport SB & Bay

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	130	.08	420	.25
SBT	2	3400	300	.09*	920	.27*
SBR	1	1700	70	.04	250	.15
EBL	0	0	0		0	
EBT	1	1700	210	.12*	250	.15*
EBR	1	1700	30	.02	40	.02
WBL	1	1700	30	.02*	50	.03*
WBT	1	1700	70	.04	120	.07
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.28**		**.50**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	130	.08	480	.28
SBT	2	3400	270	.08*	1220	.36*
SBR	1	1700	100	.06	420	.25
EBL	0	0	0		0	
EBT	1	1700	390	.23*	300	.18*
EBR	1	1700	60	.04	50	.03
WBL	1	1700	40	.02*	70	.04*
WBT	1	1700	80	.05	120	.07
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.63**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	130	.08	490	.29
SBT	2	3400	270	.08*	1240	.36*
SBR	1	1700	120	.07	530	.31
EBL	0	0	0		0	
EBT	1	1700	410	.24*	330	.19*
EBR	1	1700	60	.04	70	.04
WBL	1	1700	40	.02*	70	.04*
WBT	1	1700	80	.05	130	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.64**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	90	.05	440	.26
SBT	2	3400	300	.09*	1280	.38*
SBR	1	1700	60	.04	350	.21
EBL	0	0	0		0	
EBT	1	1700	290	.17*	330	.19*
EBR	1	1700	70	.04	20	.01
WBL	1	1700	40	.02*	70	.04*
WBT	1	1700	80	.05	120	.07
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.33**		**.66**

132. Newport SB & Bay

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	90	.05	440	.26
SBT	2	3400	300	.09*	1310	.39*
SBR	1	1700	80	.05	460	.27
EBL	0	0	0		0	
EBT	1	1700	310	.18*	360	.21*
EBR	1	1700	70	.04	30	.02
WBL	1	1700	40	.02*	80	.05*
WBT	1	1700	80	.05	130	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.70**

133. Newport NB & Bay

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	2	3400	410	.12*	560	.17*
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	170	.10*	250	.15*
EBT	1	1700	150	.09	350	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	50	.07*	90	.08*
WBR	0	0	70		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.45**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	2	3400	640	.19*	570	.17*
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	350	.21*	270	.16*
EBT	1	1700	150	.09	430	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	60	.08*	110	.09*
WBR	0	0	70		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.47**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	90	.05
NBT	2	3400	650	.19*	580	.18*
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	370	.22*	290	.17*
EBT	1	1700	150	.09	440	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	60	.08*	120	.10*
WBR	0	0	70		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.50**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	130	.08
NBT	2	3400	650	.19*	400	.12*
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	250	.15*	350	.21*
EBT	1	1700	100	.06	350	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	50	.06*	50	.06*
WBR	0	0	50		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.45**		**.44**

133. Newport NB & Bay

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	140	.08
NBT	2	3400	660	.20*	400	.12*
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	260	.15*	380	.22*
EBT	1	1700	100	.06	350	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	50	.06*	60	.06*
WBR	0	0	50		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.45**

134. Placentia & 19th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01
NBT	2	3400	300	.09	660	.19*
NBR	1	1700	150	.09	170	.10
SBL	1	1700	140	.08	220	.13*
SBT	2	3400	480	.18*	430	.19
SBR	0	0	140		210	
EBL	2	3400	270	.08	310	.09*
EBT	2	3400	420	.14*	400	.13
EBR	0	0	40		40	
WBL	2	3400	170	.05*	170	.05
WBT	2	3400	230	.07	290	.09*
WBR	1	1700	150	.09	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.55**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	20	.01
NBT	2	3400	370	.11*	630	.19*
NBR	1	1700	210	.12	180	.11
SBL	1	1700	220	.13*	280	.16*
SBT	2	3400	370	.11	560	.16
SBR	1	1700	180	.11	260	.15
EBL	2	3400	290	.09	350	.10*
EBT	2	3400	480	.15*	360	.11
EBR	0	0	30		30	
WBL	2	3400	160	.05*	180	.05
WBT	2	3400	170	.05	370	.11*
WBR	1	1700	170	.10	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.61**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	20	.01
NBT	2	3400	370	.11*	630	.19*
NBR	1	1700	210	.12	180	.11
SBL	1	1700	220	.13*	280	.16*
SBT	2	3400	370	.11	560	.16
SBR	1	1700	180	.11	260	.15
EBL	2	3400	290	.09	350	.10*
EBT	2	3400	480	.15*	360	.11
EBR	0	0	30		30	
WBL	2	3400	160	.05*	180	.05
WBT	2	3400	170	.05	370	.11*
WBR	1	1700	170	.10	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.61**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	360	.11*	530	.16*
NBR	1	1700	180	.11	170	.10
SBL	1	1700	200	.12*	290	.17*
SBT	2	3400	340	.10	520	.15
SBR	1	1700	170	.10	240	.14
EBL	2	3400	290	.09	320	.09*
EBT	2	3400	460	.14*	350	.11
EBR	0	0	30		30	
WBL	2	3400	150	.04*	150	.04
WBT	2	3400	140	.04	360	.11*
WBR	1	1700	170	.10	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.58**

134. Placentia & 19th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	360	.11*	530	.16*
NBR	1	1700	180	.11	170	.10
SBL	1	1700	200	.12*	290	.17*
SBT	2	3400	340	.10	520	.15
SBR	1	1700	170	.10	240	.14
EBL	2	3400	290	.09	320	.09*
EBT	2	3400	460	.14*	350	.11
EBR	0	0	30		30	
WBL	2	3400	150	.04*	150	.04
WBT	2	3400	140	.04	360	.11*
WBR	1	1700	170	.10	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.58**

135. Pomona & 19th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	60	.04
NBT	1	1700	70	.09*	130	.16*
NBR	0	0	80		140	
SBL	1	1700	60	.04*	160	.09*
SBT	1	1700	80	.06	150	.12
SBR	0	0	20		50	
EBL	1	1700	30	.02	50	.03*
EBT	2	3400	740	.23*	770	.24
EBR	0	0	40		40	
WBL	1	1700	80	.05*	80	.05
WBT	2	3400	530	.16	850	.29*
WBR	0	0	20		130	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .46 .62

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	110	.06
NBT	1	1700	150	.17*	130	.13*
NBR	0	0	140		90	
SBL	1	1700	90	.05*	180	.11*
SBT	1	1700	60	.05	160	.14
SBR	0	0	20		70	
EBL	1	1700	40	.02	70	.04*
EBT	2	3400	980	.31*	810	.25
EBR	0	0	70		50	
WBL	1	1700	30	.02*	140	.08
WBT	2	3400	500	.16	1120	.37*
WBR	0	0	40		130	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .70

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	110	.06
NBT	1	1700	150	.17*	130	.14*
NBR	0	0	140		100	
SBL	1	1700	90	.05*	180	.11*
SBT	1	1700	60	.05	160	.14
SBR	0	0	20		70	
EBL	1	1700	40	.02	70	.04*
EBT	2	3400	980	.31*	810	.25
EBR	0	0	70		50	
WBL	1	1700	30	.02*	140	.08
WBT	2	3400	500	.16	1130	.37*
WBR	0	0	40		130	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .71

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	110	.06
NBT	1	1700	160	.14*	140	.12*
NBR	0	0	70		60	
SBL	1	1700	80	.05*	180	.11*
SBT	1	1700	70	.05	150	.13
SBR	0	0	20		70	
EBL	1	1700	40	.02	70	.04*
EBT	2	3400	900	.28*	790	.25
EBR	0	0	60		50	
WBL	1	1700	30	.02*	120	.07
WBT	2	3400	460	.14	1080	.35*
WBR	0	0	30		110	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .67

135. Pomona & 19th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	110	.06
NBT	1	1700	160	.14*	140	.12*
NBR	0	0	70		60	
SBL	1	1700	80	.05*	180	.11*
SBT	1	1700	70	.05	150	.13
SBR	0	0	20		70	
EBL	1	1700	40	.02	70	.04*
EBT	2	3400	900	.28*	790	.25
EBR	0	0	60		50	
WBL	1	1700	30	.02*	120	.07
WBT	2	3400	460	.14	1080	.35*
WBR	0	0	30		110	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.67**

136. Meyer & 19th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1700	10	.01	10	.01
NBR	1	1700	10	.01	10	.01
SBL	0	0	20		20	
SBT	1	1700	10	.02*	10	.02*
SBR	1	1700	50	.03	20	.01
EBL	1	1700	30	.02*	20	.01
EBT	2	3400	290	.09	830	.25*
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01*
WBT	2	3400	540	.16*	370	.11
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.34**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	20	
NBT	1	1700	10	.01	10	.02*
NBR	1	1700	30	.02	40	.02
SBL	0	0	50		30	{.02}*
SBT	1	1700	10	.04*	10	.02
SBR	1	1700	70	.04	30	.02
EBL	1	1700	50	.03*	40	.02
EBT	2	3400	390	.12	830	.25*
EBR	0	0	10		30	
WBL	1	1700	30	.02	40	.02*
WBT	2	3400	440	.14*	500	.16
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.36**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	20	
NBT	1	1700	10	.01	10	.02*
NBR	1	1700	30	.02	40	.02
SBL	0	0	50		30	{.02}*
SBT	1	1700	10	.04*	10	.02
SBR	1	1700	70	.04	30	.02
EBL	1	1700	50	.03*	40	.02
EBT	2	3400	390	.12	840	.26*
EBR	0	0	10		30	
WBL	1	1700	30	.02	40	.02*
WBT	2	3400	450	.14*	510	.16
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.37**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	20	{.01}*
NBT	1	1700	10	.01	10	.02
NBR	1	1700	30	.02	40	.02
SBL	0	0	50		20	
SBT	1	1700	10	.04*	20	.02*
SBR	1	1700	70	.04	30	.02
EBL	1	1700	50	.03*	30	.02
EBT	2	3400	320	.10	790	.24*
EBR	0	0	10		30	
WBL	1	1700	30	.02	40	.02*
WBT	2	3400	400	.12*	470	.15
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.25**		**.34**

136. Meyer & 19th

2035 Proposed General Plan (Buildout Network)						
			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	0	0	10	{.01}*	20	{.01}*
NBT	1	1700	10	.01	10	.02
NBR	1	1700	30	.02	40	.02
SBL	0	0	50		20	
SBT	1	1700	10	.04*	20	.02*
SBR	1	1700	70	.04	30	.02
EBL	1	1700	50	.03*	30	.02
EBT	2	3400	320	.10	800	.24*
EBR	0	0	10		30	
WBL	1	1700	30	.02	40	.02*
WBT	2	3400	410	.13*	480	.15
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.26**		**.34**

137. Anaheim & 19th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	140	.08
NBT	1	1700	80	.15*	30	.16*
NBR	0	0	170		250	
SBL	1	1700	40	.02*	30	.02*
SBT	1	1700	60	.05	20	.03
SBR	0	0	30		30	
EBL	1	1700	40	.02	50	.03
EBT	2	3400	770	.28*	1020	.35*
EBR	0	0	180		170	
WBL	1	1700	190	.11*	200	.12*
WBT	2	3400	940	.28	1040	.31
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.70**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	130	.08
NBT	1	1700	90	.24*	50	.19*
NBR	0	0	310		280	
SBL	1	1700	40	.02*	30	.02*
SBT	1	1700	70	.06	30	.04
SBR	0	0	30		40	
EBL	1	1700	40	.02	70	.04
EBT	2	3400	1140	.39*	1070	.36*
EBR	0	0	190		170	
WBL	1	1700	200	.12*	320	.19*
WBT	2	3400	900	.26	1480	.44
WBR	1	1700	20	.01	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.81**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	130	.08
NBT	1	1700	90	.24*	50	.20*
NBR	0	0	320		290	
SBL	1	1700	40	.02*	30	.02*
SBT	1	1700	70	.06	30	.04
SBR	0	0	30		40	
EBL	1	1700	40	.02	70	.04
EBT	2	3400	1140	.39*	1080	.37*
EBR	0	0	190		170	
WBL	1	1700	200	.12*	330	.19*
WBT	2	3400	910	.27	1490	.44
WBR	1	1700	20	.01	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.83**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	110	.06
NBT	1	1700	80	.23*	40	.16*
NBR	0	0	310		230	
SBL	1	1700	40	.02*	30	.02*
SBT	1	1700	60	.05	20	.03
SBR	0	0	30		30	
EBL	1	1700	40	.02	70	.04
EBT	2	3400	1010	.34*	1030	.35*
EBR	0	0	160		150	
WBL	1	1700	200	.12*	270	.16*
WBT	2	3400	860	.25	1430	.42
WBR	1	1700	20	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.74**

137. Anaheim & 19th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	110	.06
NBT	1	1700	80	.24*	40	.16*
NBR	0	0	320		240	
SBL	1	1700	40	.02*	30	.02*
SBT	1	1700	60	.05	20	.03
SBR	0	0	30		30	
EBL	1	1700	40	.02	70	.04
EBT	2	3400	1010	.34*	1040	.35*
EBR	0	0	160		150	
WBL	1	1700	200	.12*	280	.16*
WBT	2	3400	870	.26	1440	.42
WBR	1	1700	20	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.74**

138. Park & 19th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01*	70	.02*
NBT	0	0	0		0	
NBR	1	1700	70	.04	100	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	930	.27*	1140	.34*
EBR	1	1700	70	.04	60	.04
WBL	1	1700	90	.05*	170	.10*
WBT	3	5100	780	.15	1130	.22
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.51**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01*	140	.04*
NBT	0	0	0		0	
NBR	1	1700	100	.06	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1480	.44*	1160	.34*
EBR	1	1700	110	.06	140	.08
WBL	1	1700	60	.04*	200	.12*
WBT	3	5100	750	.15	1690	.33
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.55**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01*	140	.04*
NBT	0	0	0		0	
NBR	1	1700	110	.06	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1490	.44*	1180	.35*
EBR	1	1700	110	.06	140	.08
WBL	1	1700	60	.04*	200	.12*
WBT	3	5100	760	.15	1710	.34
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.56**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	60	.02*	160	.05*
NBT	0	0	0		0	
NBR	1	1700	50	.03	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1310	.39*	1010	.30*
EBR	1	1700	150	.09	200	.12
WBL	1	1700	20	.01*	110	.06*
WBT	3	5100	710	.14	1560	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.46**

138. Park & 19th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	60	.02*	160	.05*
NBT	0	0	0		0	
NBR	1	1700	50	.03	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1320	.39*	1030	.30*
EBR	1	1700	150	.09	200	.12
WBL	1	1700	20	.01*	110	.06*
WBT	3	5100	720	.14	1580	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.46**

139. Harbor & 19th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	70	.04*
NBT	3	5100	210	.04	460	.10
NBR	0	0	10		40	
SBL	1	1700	140	.08	170	.10
SBT	2	3400	400	.12*	590	.17*
SBR	1	1700	260	.15	290	.17
EBL	2	3400	230	.07	420	.12*
EBT	3	5100	830	.17*	780	.16
EBR	0	0	30		60	
WBL	1	1700	60	.04*	200	.12
WBT	3	5100	580	.11	960	.19*
WBR	1	1700	90	.05	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.57**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	110	.06*
NBT	3	5100	300	.06	610	.13
NBR	0	0	10		30	
SBL	1	1700	170	.10	170	.10
SBT	2	3400	520	.15*	830	.24*
SBR	1	1700	250	.15	590	.35
EBL	2	3400	440	.13	570	.17*
EBT	3	5100	1130	.24*	590	.13
EBR	0	0	90		90	
WBL	1	1700	40	.02*	120	.07
WBT	3	5100	520	.10	1220	.24*
WBR	1	1700	120	.07	250	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.76**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	110	.06*
NBT	3	5100	320	.06	640	.13
NBR	0	0	10		30	
SBL	1	1700	170	.10	180	.11
SBT	2	3400	550	.16*	860	.25*
SBR	1	1700	260	.15	620	.36
EBL	2	3400	460	.14	590	.17*
EBT	3	5100	1130	.24*	590	.13
EBR	0	0	90		90	
WBL	1	1700	40	.02*	120	.07
WBT	3	5100	520	.10	1220	.24*
WBR	1	1700	130	.08	270	.16
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.77**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	3	5100	310	.06	520	.11
NBR	0	0	10		30	
SBL	1	1700	180	.11	150	.09
SBT	2	3400	510	.15*	850	.25*
SBR	1	1700	200	.12	390	.23
EBL	2	3400	340	.10	430	.13*
EBT	3	5100	670	.20*	550	.13
EBR	0	0	410	.24	100	
WBL	1	1700	30	.02*	120	.07
WBT	3	5100	480	.09	1220	.24*
WBR	1	1700	90	.05	330	.19
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.72**

139. Harbor & 19th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	3	5100	330	.07*	540	.11
NBR	0	0	10		30	
SBL	1	1700	180	.11*	160	.09
SBT	2	3400	540	.16	890	.26*
SBR	1	1700	210	.12	410	.24
EBL	2	3400	360	.11	450	.13*
EBT	3	5100	670	.20*	550	.13
EBR	0	0	410	.24	100	
WBL	1	1700	30	.02*	120	.07
WBT	3	5100	480	.09	1220	.24*
WBR	1	1700	90	.05	360	.21
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.73**

140. Newport & 19th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	80	.05
NBT	4	6800	3350	.50*	2640	.40*
NBR	0	0	20		60	
SBL	1	1700	180	.11*	250	.15*
SBT	3.5	8500	2620	.39	2730	{.41}
SBR	1.5		530	.31	930	
EBL	2.5		840	.16*	840	.16*
EBT	1.5	6800	230	.14	220	.13
EBR	1	1700	10	.01	20	.01
WBL	1	1700	30	.02	60	.04
WBT	2.5	6800	180	{.04}*	340	{.07}*
WBR	1.5		220		200	{.01}
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.83**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8500	3900	.46*	2950	.36
NBR	0	0	20		70	
SBL	1	1700	100	.06*	230	.14
SBT	3.5	8500	2770	.41	3420	{.51}*
SBR	1.5		460	.27	1050	
EBL	2.5		1090	.21*	610	{.12}*
EBT	1.5	6800	290	.17	230	.12
EBR	1	1700	10	.01	20	.01
WBL	1	1700	30	.02	60	.04
WBT	2.5	6800	210	{.05}*	370	{.07}*
WBR	1.5		210		210	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.75**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8500	3910	.46*	2960	.36
NBR	0	0	20		70	
SBL	1	1700	100	.06*	230	.14
SBT	3.5	8500	2780	.41	3440	{.51}*
SBR	1.5		460	.27	1050	
EBL	2.5		1090	.21*	610	{.12}*
EBT	1.5	6800	290	.17	240	.13
EBR	1	1700	10	.01	20	.01
WBL	1	1700	30	.02	60	.04
WBT	2.5	6800	220	{.05}*	390	{.08}*
WBR	1.5		210		210	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.76**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	130	.08*
NBT	3	5100	2960	.58*	740	.16
NBR	0	0	20		70	
SBL	1	1700	40	.02*	170	.10
SBT	2.5	6800	710	{.14}	1530	{.36}*
SBR	1.5		430		1050	
EBL	2.5		640	{.14}*	570	{.12}*
EBT	1.5	6800	290	.14	220	.12
EBR	1	1700	10	.01	20	.01
WBL	1	1700	30	.02	70	.04
WBT	2.5	6800	170	.05*	420	.08*
WBR	1.5		240	.07	30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**.69**

140. Newport & 19th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	140	.08*
NBT	3	5100	2970	.59*	740	.16
NBR	0	0	20		70	
SBL	1	1700	40	.02*	170	.10
SBT	2.5	6800	720	{.14}	1540	{.36}*
SBR	1.5		430		1050	
EBL	2.5		640	{.14}*	570	{.12}*
EBT	1.5	6800	290	.14	230	.12
EBR	1	1700	10	.01	20	.01
WBL	1	1700	30	.02	70	.04
WBT	2.5	6800	170	.05*	440	.09*
WBR	1.5		240	.07	30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.70**

141. Newport & Broadway

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	50	.03*
NBT	4	6800	3260	.48*	2860	.42
NBR	d	1700	30	.02	50	.03
SBL	1	1700	50	.03*	80	.05
SBT	3	5100	2490	.49	2510	.49*
SBR	1	1700	10	.01	150	.09
EBL	1	1700	10	.01*	20	.01*
EBT	1	1700	10	.01	20	.02
EBR	0	0	10		20	
WBL	1	1700	20	.01	40	.02
WBT	1	1700	10	.06*	20	.06*
WBR	0	0	100		90	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.64**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	50	.03
NBT	4	6800	3780	.56*	3110	.46*
NBR	d	1700	30	.02	70	.04
SBL	1	1700	60	.04*	150	.09*
SBT	4	6800	2630	.39	3140	.46
SBR	d	1700	10	.01	140	.08
EBL	1	1700	30	.02*	20	.01*
EBT	1	1700	10	.01	10	.02
EBR	0	0	10		20	
WBL	1	1700	30	.02	60	.04
WBT	1	1700	10	.07*	20	.14*
WBR	0	0	110		210	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.75**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	50	.03
NBT	4	6800	3790	.56*	3120	.46*
NBR	d	1700	30	.02	70	.04
SBL	1	1700	60	.04*	150	.09*
SBT	4	6800	2640	.39	3150	.46
SBR	d	1700	10	.01	140	.08
EBL	1	1700	30	.02*	20	.01*
EBT	1	1700	10	.01	10	.02
EBR	0	0	10		20	
WBL	1	1700	30	.02	60	.04
WBT	1	1700	10	.07*	20	.14*
WBR	0	0	110		210	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.75**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	60	.04
NBT	3	5100	2830	.55*	920	.18*
NBR	d	1700	20	.01	60	.04
SBL	1	1700	80	.05*	180	.11*
SBT	3	5100	560	.11	1250	.25
SBR	d	1700	10	.01	150	.09
EBL	1	1700	30	.02*	20	.01*
EBT	1	1700	10	.01	10	.02
EBR	0	0	10		20	
WBL	1	1700	30	.02	80	.05
WBT	1	1700	10	.08*	10	.09*
WBR	0	0	120		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.44**

141. Newport & Broadway

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	60	.04
NBT	3	5100	2840	.56*	930	.18*
NBR	d	1700	20	.01	60	.04
SBL	1	1700	80	.05*	180	.11*
SBT	3	5100	570	.11	1260	.25
SBR	d	1700	10	.01	150	.09
EBL	1	1700	30	.02*	20	.01*
EBT	1	1700	10	.01	10	.02
EBR	0	0	10		20	
WBL	1	1700	30	.02	80	.05
WBT	1	1700	10	.08*	10	.09*
WBR	0	0	120		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.44**

142. Newport & Harbor

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07*	520	.15*
NBT	4	6800	3310	.49	2920	.43
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	2490	.49*	2660	.53*
SBR	0	0	20		60	
EBL	1	1700	20	.01*	60	.04*
EBT	0	0	0		0	
EBR	2	3400	470	.14	530	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.08*	EBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.78**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	350	.10	690	.20*
NBT	4	6800	3790	.56*	3180	.47
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	2640	.39	3260	.50*
SBR	0	0	20		130	
EBL	1	1700	60	.04*	70	.04*
EBT	0	0	0		0	
EBR	2	3400	620	.18	740	.22
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.01*	EBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.82**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11	710	.21*
NBT	4	6800	3800	.56*	3190	.47
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	2650	.39	3270	.50*
SBR	0	0	20		130	
EBL	1	1700	60	.04*	70	.04*
EBT	0	0	0		0	
EBR	2	3400	650	.19	770	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.02*	EBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.83**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11	570	.17*
NBT	3	5100	2540	.50*	990	.19
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	580	.12	1340	.29*
SBR	0	0	20		130	
EBL	1	1700	360	.21*	60	.04*
EBT	0	0	0		0	
EBR	2	3400	640	.19	810	.24
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.62**

142. Newport & Harbor

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	380	.11	590	.17*
NBT	3	5100	2550	.50*	1000	.20
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	590	.12	1350	.29*
SBR	0	0	20		130	
EBL	1	1700	360	.21*	60	.04*
EBT	0	0	0		0	
EBR	2	3400	670	.20	850	.25
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.63**

143. Placentia & 18th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	30	.02
NBT	2	3400	130	.04	70	.04*
NBR	0	0	20		60	
SBL	1	1700	40	.02	80	.05*
SBT	2	3400	100	.04*	130	.04
SBR	0	0	30		20	
EBL	1	1700	20	.01*	20	.01
EBT	1	1700	340	.21	830	.52*
EBR	0	0	20		60	
WBL	1	1700	20	.01	50	.03*
WBT	1	1700	640	.44*	530	.34
WBR	0	0	110		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.69**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03
NBT	2	3400	130	.05*	70	.03*
NBR	0	0	30		40	
SBL	1	1700	40	.02*	180	.11*
SBT	2	3400	50	.02	120	.04
SBR	0	0	10		20	
EBL	1	1700	80	.05*	10	.01
EBT	1	1700	370	.24	790	.50*
EBR	0	0	30		60	
WBL	1	1700	40	.02	90	.05*
WBT	1	1700	570	.42*	610	.38
WBR	0	0	140		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.74**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03
NBT	2	3400	130	.05*	70	.03*
NBR	0	0	30		40	
SBL	1	1700	40	.02*	180	.11*
SBT	2	3400	50	.02	120	.04
SBR	0	0	10		20	
EBL	1	1700	80	.05*	10	.01
EBT	1	1700	370	.24	790	.50*
EBR	0	0	30		60	
WBL	1	1700	40	.02	90	.05*
WBT	1	1700	570	.42*	610	.38
WBR	0	0	140		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.74**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	120	.05*	50	.02*
NBR	0	0	40		30	
SBL	1	1700	30	.02*	130	.08*
SBT	2	3400	50	.02	120	.04
SBR	0	0	10		10	
EBL	1	1700	40	.02*	10	.01
EBT	1	1700	360	.22	780	.49*
EBR	0	0	20		60	
WBL	1	1700	30	.02	70	.04*
WBT	1	1700	530	.40*	570	.36
WBR	0	0	150		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.68**

143. Placentia & 18th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	120	.05*	50	.02*
NBR	0	0	40		30	
SBL	1	1700	30	.02*	130	.08*
SBT	2	3400	50	.02	120	.04
SBR	0	0	10		10	
EBL	1	1700	40	.02*	10	.01
EBT	1	1700	360	.22	780	.49*
EBR	0	0	20		60	
WBL	1	1700	30	.02	70	.04*
WBT	1	1700	530	.40*	570	.36
WBR	0	0	150		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.68**

144. Newport & 18th/Rochester

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	90	.05*
NBT	4	6800	3110	.46	2860	.42
NBR	0	0	10		10	
SBL	1	1700	70	.04	110	.06
SBT	3	5100	2820	.55*	2790	.55*
SBR	1	1700	90	.05	150	.09
EBL	2	3400	190	.06*	230	.07*
EBT	1	1700	60	.04	100	.06
EBR	1	1700	30	.02	50	.03
WBL	1	1700	10	.01	30	.02
WBT	1	1700	60	.05*	100	.09*
WBR	0	0	30		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.81**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	150	.09*
NBT	4	6800	3550	.52*	3200	.47
NBR	0	0	10		20	
SBL	1	1700	80	.05*	110	.06
SBT	4	6800	3070	.47	3470	.55*
SBR	0	0	130		250	
EBL	2	3400	290	.09*	270	.08*
EBT	1	1700	80	.05	90	.05
EBR	1	1700	50	.03	140	.08
WBL	1	1700	10	.01	30	.02
WBT	1	1700	70	.06*	140	.12*
WBR	0	0	30		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.89**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	150	.09*
NBT	4	6800	3580	.53*	3230	.48
NBR	0	0	10		20	
SBL	1	1700	80	.05*	110	.06
SBT	4	6800	3110	.48	3510	.55*
SBR	0	0	130		250	
EBL	2	3400	290	.09*	270	.08*
EBT	1	1700	80	.05	90	.05
EBR	1	1700	50	.03	140	.08
WBL	1	1700	10	.01	30	.02
WBT	1	1700	70	.06*	140	.12*
WBR	0	0	30		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.89**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	180	.11*
NBT	3	5100	2180	.43*	890	.18
NBR	0	0	20		30	
SBL	1	1700	100	.06*	140	.08
SBT	3	5100	1100	.22	1630	.32*
SBR	1	1700	50	.03	240	.14
EBL	2	3400	380	.11*	290	.09*
EBT	1	1700	80	.05	70	.04
EBR	1	1700	90	.05	200	.12
WBL	1	1700	10	.01	40	.02
WBT	1	1700	60	.07*	140	.12*
WBR	0	0	60		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.69**

144. Newport & 18th/Rochester

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	180	.11*
NBT	3	5100	2200	.44*	910	.18
NBR	0	0	20		30	
SBL	1	1700	100	.06*	140	.08
SBT	3	5100	1140	.22	1670	.33*
SBR	1	1700	50	.03	240	.14
EBL	2	3400	380	.11*	290	.09*
EBT	1	1700	80	.05	70	.04
EBR	1	1700	90	.05	200	.12
WBL	1	1700	10	.01	40	.02
WBT	1	1700	60	.07*	140	.12*
WBR	0	0	60		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.70**

145. Maple & Victoria

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1700	10	.02	10	.02
NBR	0	0	10		10	
SBL	0	0	20		10	
SBT	1	1700	10	.03*	10	.03*
SBR	0	0	20		30	
EBL	1	1700	20	.01	20	.01*
EBT	2	3400	1480	.44*	840	.25
EBR	0	0	10		10	
WBL	1	1700	10	.01*	10	.01
WBT	2	3400	740	.22	1610	.48*
WBR	0	0	10		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.58**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		10	
NBT	1	1700	10	.04*	10	.04*
NBR	0	0	40		40	
SBL	0	0	10	{.01}*	40	{.02}*
SBT	1	1700	10	.02	10	.04
SBR	0	0	10		20	
EBL	1	1700	20	.01	10	.01*
EBT	2	3400	1870	.55*	920	.28
EBR	0	0	10		20	
WBL	1	1700	50	.03*	40	.02
WBT	2	3400	790	.24	1810	.54*
WBR	0	0	10		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.66**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		10	
NBT	1	1700	10	.05*	10	.04*
NBR	0	0	50		50	
SBL	0	0	10	{.01}*	40	{.02}*
SBT	1	1700	10	.02	10	.04
SBR	0	0	10		20	
EBL	1	1700	20	.01	10	.01*
EBT	2	3400	1870	.55*	940	.28
EBR	0	0	10		20	
WBL	1	1700	50	.03*	50	.03
WBT	2	3400	810	.24	1820	.54*
WBR	0	0	10		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.66**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		10	
NBT	1	1700	10	.04*	20	.05*
NBR	0	0	40		50	
SBL	0	0	10	{.01}*	30	{.02}*
SBT	1	1700	10	.02	10	.04
SBR	0	0	10		20	
EBL	1	1700	20	.01	10	.01*
EBT	2	3400	1700	.51*	710	.21
EBR	0	0	20		20	
WBL	1	1700	50	.03*	40	.02
WBT	2	3400	650	.19	1630	.49*
WBR	0	0	10		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.62**

145. Maple & Victoria

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		10	
NBT	1	1700	10	.05*	20	.05*
NBR	0	0	50		60	
SBL	0	0	10	{.01}*	30	{.02}*
SBT	1	1700	10	.02	10	.04
SBR	0	0	10		20	
EBL	1	1700	20	.01	10	.01*
EBT	2	3400	1700	.51*	730	.22
EBR	0	0	20		20	
WBL	1	1700	50	.03*	50	.03
WBT	2	3400	660	.20	1650	.49*
WBR	0	0	10		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.62**

150. Placentia & 17th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	30	.02
NBT	2	3400	280	.10	650	.21*
NBR	0	0	70		80	
SBL	1	1700	140	.08	140	.08*
SBT	2	3400	440	.14*	380	.12
SBR	0	0	50		30	
EBL	1	1700	20	.01*	50	.03*
EBT	1	1700	100	.08	150	.11
EBR	0	0	30		40	
WBL	1	1700	50	.03	50	.03
WBT	1	1700	160	.15*	110	.17*
WBR	0	0	90		180	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.40**		**.54**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	40	.02
NBT	2	3400	250	.10*	650	.23*
NBR	0	0	80		140	
SBL	1	1700	130	.08*	110	.06*
SBT	2	3400	400	.13	380	.12
SBR	0	0	50		30	
EBL	1	1700	20	.01	50	.03*
EBT	1	1700	260	.18*	250	.20
EBR	0	0	50		90	
WBL	1	1700	10	.01*	60	.04
WBT	1	1700	160	.16	280	.28*
WBR	0	0	110		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.65**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	40	.02
NBT	2	3400	250	.10*	650	.23*
NBR	0	0	80		140	
SBL	1	1700	130	.08*	110	.06*
SBT	2	3400	400	.13	380	.12
SBR	0	0	50		30	
EBL	1	1700	20	.01	50	.03*
EBT	1	1700	260	.18*	250	.20
EBR	0	0	50		90	
WBL	1	1700	10	.01*	60	.04
WBT	1	1700	160	.16	280	.28*
WBR	0	0	110		200	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.65**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04	10	.01
NBT	2	3400	230	.09*	550	.23*
NBR	0	0	80		230	
SBL	1	1700	140	.08*	130	.08*
SBT	2	3400	340	.11	350	.11
SBR	0	0	50		30	
EBL	1	1700	40	.02	40	.02*
EBT	1	1700	200	.12*	250	.15
EBR	1	1700	30	.02	40	.02
WBL	1	1700	30	.02*	70	.04
WBT	1	1700	190	.11	430	.25*
WBR	1	1700	110	.06	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.63**

150. Placentia & 17th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04	10	.01
NBT	2	3400	230	.09*	550	.23*
NBR	0	0	80		230	
SBL	1	1700	140	.08*	130	.08*
SBT	2	3400	340	.11	350	.11
SBR	0	0	50		30	
EBL	1	1700	40	.02	40	.02*
EBT	1	1700	200	.12*	250	.15
EBR	1	1700	30	.02	40	.02
WBL	1	1700	30	.02*	70	.04
WBT	1	1700	190	.11	430	.25*
WBR	1	1700	110	.06	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.36**		**.63**

151. Superior & 17th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	110	.06
NBT	0.5	3400	130	{.20}*	160	{.15}*
NBR	1.5		870		660	
SBL	1	1700	60	.04*	110	.06*
SBT	2	3400	300	.10	320	.12
SBR	0	0	50		90	
EBL	1	1700	20	.01	30	.02
EBT	2	3400	400	.12*	590	.17*
EBR	1	1700	40	.02	70	.04
WBL	1	1700	450	.26*	410	.24*
WBT	2	3400	350	.11	460	.15
WBR	0	0	40		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.67**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	1	1700	160	.09*	120	.07
NBR	2	3400	1070	.31	900	.26
SBL	1	1700	50	.03*	150	.09
SBT	2	3400	260	.08	340	.13*
SBR	0	0	20		100	
EBL	1	1700	20	.01	10	.01
EBT	2	3400	620	.18*	650	.19*
EBR	1	1700	30	.02	40	.02
WBL	1.5		620	.18*	680	{.31}*
WBT	1.5	5100	250	.17	800	.31
WBR	0		40		90	
Right Turn Adjustment			NBR	.08*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.73**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	1	1700	170	.10*	130	.08
NBR	2	3400	1070	.31	900	.26
SBL	1	1700	50	.03*	150	.09
SBT	2	3400	260	.08	350	.13*
SBR	0	0	20		100	
EBL	1	1700	20	.01	10	.01
EBT	2	3400	620	.18*	650	.19*
EBR	1	1700	30	.02	40	.02
WBL	1.5		620	.18*	680	{.31}*
WBT	1.5	5100	250	.17	800	.31
WBR	0		40		90	
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.73**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	50	.03*
NBT	1	1700	140	.08*	40	.02
NBR	2	3400	830	.24	580	.17
SBL	1	1700	50	.03*	130	.08
SBT	2	3400	220	.07	280	.11*
SBR	0	0	20		100	
EBL	1	1700	20	.01	10	.01
EBT	2	3400	570	.17*	750	.22*
EBR	1	1700	30	.02	40	.02
WBL	1.5		370	{.14}*	360	{.21}*
WBT	1.5	5100	310	.14	880	.27
WBR	0		40		130	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.62**

151. Superior & 17th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	50	.03*
NBT	1	1700	150	.09*	50	.03
NBR	2	3400	830	.24	580	.17
SBL	1	1700	50	.03*	130	.08
SBT	2	3400	220	.07	290	.11*
SBR	0	0	20		100	
EBL	1	1700	20	.01	10	.01
EBT	2	3400	570	.17*	750	.22*
EBR	1	1700	30	.02	40	.02
WBL	1.5		370	{.14}*	360	{.21}*
WBT	1.5	5100	310	.14	880	.27
WBR	0		40		130	
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.62**

152. Newport & 17th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	50	.03
NBT	4	6800	1780	.28*	1480	.24*
NBR	0	0	150		140	
SBL	2	3400	610	.18*	760	.22*
SBT	3	5100	1640	.32	1750	.34
SBR	1	1700	550	.32	470	.28
EBL	3	5100	750	.15*	760	.15
EBT	2	3400	370	.11	490	.16*
EBR	0	0	20		60	
WBL	2	3400	150	.04	340	.10*
WBT	3	5100	360	.07*	510	.10
WBR	1	1700	190	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .77

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	50	.03
NBT	4	6800	1970	.29*	1510	.22*
NBR	1	1700	190	.11	140	.08
SBL	2	3400	850	.25*	920	.27*
SBT	3	5100	1700	.33	2060	.40
SBR	1	1700	580	.34	750	.44
EBL	3	5100	990	.19*	940	.18*
EBT	2	3400	540	.16	580	.19
EBR	0	0	20		70	
WBL	2	3400	160	.05	330	.10
WBT	3	5100	380	.07*	810	.16*
WBR	1	1700	190	.11	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .88

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	50	.03
NBT	4	6800	1990	.29*	1530	.23*
NBR	1	1700	190	.11	140	.08
SBL	2	3400	870	.26*	930	.27*
SBT	3	5100	1720	.34	2090	.41
SBR	1	1700	580	.34	750	.44
EBL	3	5100	990	.19*	940	.18*
EBT	2	3400	540	.16	580	.19
EBR	0	0	20		70	
WBL	2	3400	160	.05	330	.10
WBT	3	5100	380	.07*	810	.16*
WBR	1	1700	190	.11	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .89

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	120	.07
NBT	3	5100	1210	.24*	120	.02*
NBR	1	1700	90	.05	120	.07
SBL	2	3400	1100	.32*	1240	.36*
SBT	2	3400	870	.26	700	.21
SBR	1	1700	460	.27	850	.50
EBL	3	5100	720	.14	790	.15
EBT	2	3400	490	.16*	480	.16*
EBR	0	0	50		80	
WBL	2	3400	180	.05*	530	.16*
WBT	3	5100	300	.06	440	.09
WBR	1	1700	300	.18	780	.46
Right Turn Adjustment					Multi	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .79

152. Newport & 17th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	120	.07
NBT	3	5100	1220	.24*	120	.02*
NBR	1	1700	90	.05	120	.07
SBL	2	3400	1120	.33*	1250	.37*
SBT	2	3400	880	.26	720	.21
SBR	1	1700	460	.27	850	.50
EBL	3	5100	720	.14	790	.15
EBT	2	3400	490	.16*	480	.16*
EBR	0	0	50		80	
WBL	2	3400	180	.05*	530	.16*
WBT	3	5100	300	.06	440	.09
WBR	1	1700	300	.18	780	.46
Right Turn Adjustment					Multi	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.78**

153. Orange & 17th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	140	.08*	160	.09*
NBT	1	1700	140	.08	160	.09
NBR	1	1700	40	.02	60	.04
SBL	1	1700	110	.06	190	.11
SBT	1	1700	110	.06*	190	.11*
SBR	1	1700	50	.03	110	.06
EBL	1	1700	40	.02	80	.05*
EBT	2	3400	1060	.31*	1050	.31
EBR	1	1700	110	.06	160	.09
WBL	1	1700	20	.01*	90	.05
WBT	2	3400	760	.22	1100	.32*
WBR	1	1700	100	.06	180	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.62**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11*	180	.11*
NBT	1	1700	150	.09	170	.10
NBR	1	1700	40	.02	80	.05
SBL	1	1700	60	.04	200	.12
SBT	1	1700	90	.05*	200	.12*
SBR	1	1700	70	.04	140	.08
EBL	1	1700	60	.04	120	.07*
EBT	2	3400	1510	.44*	1190	.35
EBR	1	1700	100	.06	160	.09
WBL	1	1700	20	.01*	150	.09
WBT	2	3400	730	.21	1420	.42*
WBR	1	1700	120	.07	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.77**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11*	180	.11*
NBT	1	1700	150	.09	170	.10
NBR	1	1700	40	.02	80	.05
SBL	1	1700	60	.04	200	.12
SBT	1	1700	90	.05*	200	.12*
SBR	1	1700	70	.04	140	.08
EBL	1	1700	60	.04	120	.07*
EBT	2	3400	1530	.45*	1200	.35
EBR	1	1700	100	.06	160	.09
WBL	1	1700	20	.01*	150	.09
WBT	2	3400	740	.22	1420	.42*
WBR	1	1700	120	.07	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.77**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	190	.11*
NBT	1	1700	130	.08*	90	.05
NBR	1	1700	40	.02	60	.04
SBL	1	1700	70	.04*	190	.11
SBT	1	1700	20	.01	170	.10*
SBR	1	1700	80	.05	110	.06
EBL	1	1700	50	.03	120	.07*
EBT	3	5100	1610	.32*	1410	.28
EBR	1	1700	90	.05	140	.08
WBL	1	1700	20	.01*	110	.06
WBT	3	5100	850	.17	1760	.35*
WBR	1	1700	130	.08	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.68**

153. Orange & 17th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	190	.11*
NBT	1	1700	130	.08*	90	.05
NBR	1	1700	40	.02	60	.04
SBL	1	1700	70	.04*	190	.11
SBT	1	1700	20	.01	170	.10*
SBR	1	1700	80	.05	110	.06
EBL	1	1700	50	.03	120	.07*
EBT	3	5100	1630	.32*	1420	.28
EBR	1	1700	90	.05	140	.08
WBL	1	1700	20	.01*	110	.06
WBT	3	5100	860	.17	1770	.35*
WBR	1	1700	130	.08	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.68**

154. Santa Ana & 17th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	120	.07*
NBT	1	1700	120	.07	150	.09
NBR	1	1700	100	.06	160	.09
SBL	1	1700	70	.04	90	.05
SBT	1	1700	100	.06*	160	.09*
SBR	1	1700	50	.03	80	.05
EBL	1	1700	40	.02	60	.04
EBT	2	3400	1100	.32*	1080	.32*
EBR	1	1700	60	.04	70	.04
WBL	1	1700	50	.03*	160	.09*
WBT	2	3400	790	.23	1180	.35
WBR	1	1700	30	.02	90	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.62**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	120	.07*
NBT	1	1700	150	.09*	170	.10
NBR	1	1700	100	.06	170	.10
SBL	1	1700	60	.04*	110	.06
SBT	1	1700	90	.05	190	.11*
SBR	1	1700	60	.04	90	.05
EBL	1	1700	40	.02	70	.04*
EBT	2	3400	1440	.42*	1250	.37
EBR	1	1700	110	.06	50	.03
WBL	1	1700	60	.04*	190	.11
WBT	2	3400	800	.24	1580	.46*
WBR	1	1700	30	.02	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.73**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	120	.07*
NBT	1	1700	150	.09*	170	.10
NBR	1	1700	100	.06	170	.10
SBL	1	1700	60	.04*	110	.06
SBT	1	1700	90	.05	190	.11*
SBR	1	1700	60	.04	90	.05
EBL	1	1700	40	.02	70	.04*
EBT	2	3400	1450	.43*	1260	.37
EBR	1	1700	110	.06	50	.03
WBL	1	1700	60	.04*	190	.11
WBT	2	3400	810	.24	1580	.46*
WBR	1	1700	30	.02	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.73**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	170	.10*
NBT	1	1700	110	.06*	110	.06
NBR	1	1700	100	.06	170	.10
SBL	1	1700	70	.04*	60	.04
SBT	1	1700	40	.02	110	.06*
SBR	1	1700	60	.04	80	.05
EBL	1	1700	40	.02	50	.03
EBT	3	5100	1460	.29*	1420	.28*
EBR	1	1700	150	.09	60	.04
WBL	1	1700	60	.04*	190	.11*
WBT	3	5100	960	.19	1810	.35
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.60**

154. Santa Ana & 17th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	170	.10*
NBT	1	1700	110	.06*	110	.06
NBR	1	1700	100	.06	170	.10
SBL	1	1700	70	.04*	60	.04
SBT	1	1700	40	.02	110	.06*
SBR	1	1700	60	.04	80	.05
EBL	1	1700	40	.02	50	.03
EBT	3	5100	1470	.29*	1430	.28*
EBR	1	1700	150	.09	60	.04
WBL	1	1700	60	.04*	190	.11*
WBT	3	5100	970	.19	1810	.35
WBR	1	1700	30	.02	60	.04
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.60**

155. Tustin & 17th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	110	.06*
NBT	1	1700	110	.06	100	.06
NBR	1	1700	80	.05	60	.04
SBL	1	1700	40	.02	60	.04
SBT	1	1700	60	.04*	100	.06*
SBR	1	1700	40	.02	60	.04
EBL	1	1700	40	.02	60	.04*
EBT	2	3400	1050	.31*	1010	.30
EBR	1	1700	100	.06	100	.06
WBL	1	1700	30	.02*	80	.05
WBT	2	3400	700	.21	1150	.36*
WBR	0	0	30		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.57**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	120	.07*
NBT	1	1700	110	.06	100	.06
NBR	1	1700	90	.05	60	.04
SBL	1	1700	30	.02	60	.04
SBT	1	1700	80	.05*	130	.08*
SBR	1	1700	40	.02	160	.09
EBL	1	1700	50	.03	70	.04*
EBT	2	3400	1350	.40*	1190	.35
EBR	1	1700	90	.05	100	.06
WBL	1	1700	20	.01*	60	.04
WBT	2	3400	740	.23	1480	.47*
WBR	0	0	50		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.71**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	120	.07*
NBT	1	1700	110	.06	100	.06
NBR	1	1700	90	.05	60	.04
SBL	1	1700	30	.02	60	.04
SBT	1	1700	80	.05*	130	.08*
SBR	1	1700	40	.02	160	.09
EBL	1	1700	50	.03	70	.04*
EBT	2	3400	1360	.40*	1190	.35
EBR	1	1700	90	.05	100	.06
WBL	1	1700	20	.01*	60	.04
WBT	2	3400	740	.23	1480	.47*
WBR	0	0	50		120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.71**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	140	.08*
NBT	1	1700	110	.06	90	.05
NBR	1	1700	90	.05	40	.02
SBL	1	1700	10	.01	10	.01
SBT	1	1700	70	.04*	80	.05*
SBR	1	1700	40	.02	170	.10
EBL	1	1700	60	.04	80	.05*
EBT	3	5100	1380	.29*	1240	.27
EBR	0	0	90		140	
WBL	1	1700	20	.01*	50	.03
WBT	3	5100	890	.18	1630	.32*
WBR	0	0	30		20	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.56**

155. Tustin & 17th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	140	.08*
NBT	1	1700	110	.06	90	.05
NBR	1	1700	90	.05	40	.02
SBL	1	1700	10	.01	10	.01
SBT	1	1700	70	.04*	80	.05*
SBR	1	1700	40	.02	170	.10
EBL	1	1700	60	.04	80	.05*
EBT	3	5100	1390	.29*	1250	.27
EBR	0	0	90		140	
WBL	1	1700	20	.01*	50	.03
WBT	3	5100	900	.18	1630	.32*
WBR	0	0	30		20	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.56**

156. Irvine & 17th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	300	.09*	270	.08*
NBT	2	3400	530	.16	420	.13
NBR	0	0	20		30	
SBL	2	3400	160	.05	160	.05
SBT	2	3400	450	.17*	550	.26*
SBR	0	0	120		350	
EBL	2	3400	230	.07	240	.07*
EBT	2	3400	570	.23*	540	.22
EBR	0	0	200		210	
WBL	1	1700	40	.02*	90	.05
WBT	2	3400	330	.11	650	.21*
WBR	0	0	60		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.67**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09	300	.09*
NBT	2	3400	570	.17*	470	.15
NBR	0	0	20		30	
SBL	2	3400	160	.05*	130	.04
SBT	2	3400	420	.12	570	.17*
SBR	1	1700	140	.08	500	.29
EBL	2	3400	430	.13*	280	.08*
EBT	2	3400	650	.19	620	.18
EBR	1	1700	200	.12	210	.12
WBL	1	1700	40	.02	80	.05
WBT	2	3400	340	.12*	770	.24*
WBR	0	0	80		40	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.69**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09	300	.09*
NBT	2	3400	570	.17*	480	.15
NBR	0	0	20		30	
SBL	2	3400	160	.05*	140	.04
SBT	2	3400	420	.12	570	.17*
SBR	1	1700	140	.08	500	.29
EBL	2	3400	430	.13*	280	.08*
EBT	2	3400	660	.19	620	.18
EBR	1	1700	200	.12	210	.12
WBL	1	1700	40	.02	80	.05
WBT	2	3400	340	.12*	770	.24*
WBR	0	0	80		50	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.69**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	380	.11*
NBT	2	3400	510	.16	390	.12
NBR	0	0	20		30	
SBL	2	3400	150	.04	130	.04
SBT	2	3400	340	.10*	540	.16*
SBR	1	1700	80	.05	360	.21
EBL	2	3400	310	.09*	180	.05*
EBT	2	3400	660	.19	660	.19
EBR	1	1700	300	.18	270	.16
WBL	1	1700	30	.02	80	.05
WBT	2	3400	440	.14*	850	.26*
WBR	0	0	30		40	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.64**

156. Irvine & 17th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	380	.11*
NBT	2	3400	510	.16	400	.13
NBR	0	0	20		30	
SBL	2	3400	160	.05	140	.04
SBT	2	3400	340	.10*	540	.16*
SBR	1	1700	80	.05	360	.21
EBL	2	3400	310	.09*	180	.05*
EBT	2	3400	670	.20	660	.19
EBR	1	1700	300	.18	270	.16
WBL	1	1700	30	.02	80	.05
WBT	2	3400	440	.14*	850	.26*
WBR	0	0	30		50	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.64**

157. Newport & 16th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	1900	.37*	1990	.40*
NBR	0	0	10		30	
SBL	1	1700	50	.03*	70	.04*
SBT	3	5100	1760	.35	1940	.38
SBR	1	1700	50	.03	30	.02
EBL	0	0	20	{.01}*	60	{.04}*
EBT	1	1700	10	.02	50	.07
EBR	0	0	10		10	
WBL	0	0	20		40	
WBT	1	1700	30	.07*	40	.07*
WBR	0	0	70		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.60**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	50	.03*
NBT	3	5100	2100	.42*	2010	.40
NBR	0	0	20		20	
SBL	1	1700	60	.04*	100	.06
SBT	3	5100	1830	.36	2180	.43*
SBR	1	1700	50	.03	30	.02
EBL	0	0	60	{.04}*	60	{.04}*
EBT	1	1700	20	.06	50	.07
EBR	0	0	20		10	
WBL	0	0	30		60	
WBT	1	1700	30	.08*	70	.11*
WBR	0	0	80		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.66**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	50	.03*
NBT	3	5100	2120	.42*	2030	.40
NBR	0	0	20		20	
SBL	1	1700	60	.04*	100	.06
SBT	3	5100	1850	.36	2210	.43*
SBR	1	1700	50	.03	30	.02
EBL	0	0	60	{.04}*	60	{.04}*
EBT	1	1700	20	.06	50	.07
EBR	0	0	20		10	
WBL	0	0	30		60	
WBT	1	1700	30	.08*	70	.11*
WBR	0	0	80		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.66**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	950	.28*	500	.15
NBR	0	0	10		10	
SBL	1	1700	80	.05*	130	.08
SBT	2	3400	750	.22	800	.24*
SBR	1	1700	310	.18	240	.14
EBL	0	0	270	{.16}*	70	{.04}*
EBT	1	1700	10	.17	40	.07
EBR	0	0	10		10	
WBL	0	0	20		50	
WBT	1	1700	20	.11*	40	.10*
WBR	0	0	140		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.44**

157. Newport & 16th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	960	.29*	500	.15
NBR	0	0	10		10	
SBL	1	1700	80	.05*	130	.08
SBT	2	3400	760	.22	820	.24*
SBR	1	1700	310	.18	240	.14
EBL	0	0	270	{.16}*	70	{.04}*
EBT	1	1700	10	.17	40	.07
EBR	0	0	10		10	
WBL	0	0	20		50	
WBT	1	1700	20	.11*	40	.10*
WBR	0	0	140		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.44**

158. Placentia & 16th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	40	.02
NBT	2	3400	370	.11	520	.16*
NBR	0	0	20		20	
SBL	1	1700	60	.04	30	.02*
SBT	2	3400	370	.13*	450	.14
SBR	0	0	80		20	
EBL	1	1700	20	.01*	90	.05*
EBT	1	1700	50	.05	90	.09
EBR	0	0	30		60	
WBL	1	1700	10	.01	20	.01
WBT	1	1700	70	.06*	40	.07*
WBR	0	0	40		80	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.30**		**.35**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	40	.02
NBT	2	3400	340	.10	600	.18*
NBR	0	0	10		20	
SBL	1	1700	70	.04	40	.02*
SBT	2	3400	390	.14*	450	.14
SBR	0	0	90		30	
EBL	1	1700	30	.02*	140	.08*
EBT	1	1700	120	.08	120	.09
EBR	0	0	20		30	
WBL	1	1700	10	.01	20	.01
WBT	1	1700	120	.09*	160	.15*
WBR	0	0	30		90	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.48**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	40	.02
NBT	2	3400	340	.10	600	.18*
NBR	0	0	10		20	
SBL	1	1700	70	.04	40	.02*
SBT	2	3400	390	.14*	450	.14
SBR	0	0	90		30	
EBL	1	1700	30	.02*	140	.08*
EBT	1	1700	120	.08	120	.09
EBR	0	0	20		30	
WBL	1	1700	10	.01	20	.01
WBT	1	1700	120	.09*	160	.15*
WBR	0	0	30		90	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.48**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	40	.02
NBT	2	3400	300	.09	590	.18*
NBR	0	0	10		10	
SBL	1	1700	60	.04	30	.02*
SBT	2	3400	350	.13*	420	.13
SBR	0	0	80		20	
EBL	1	1700	20	.01*	150	.09*
EBT	1	1700	140	.09	120	.08
EBR	0	0	20		20	
WBL	1	1700	10	.01	20	.01
WBT	1	1700	130	.09*	90	.09*
WBR	0	0	30		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.31**		**.43**

158. Placentia & 16th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	40	.02
NBT	2	3400	300	.09	590	.18*
NBR	0	0	10		10	
SBL	1	1700	60	.04	30	.02*
SBT	2	3400	350	.13*	420	.13
SBR	0	0	80		20	
EBL	1	1700	20	.01*	150	.09*
EBT	1	1700	140	.09	120	.08
EBR	0	0	20		20	
WBL	1	1700	10	.01	20	.01
WBT	1	1700	130	.09*	90	.09*
WBR	0	0	30		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.31**		**.43**

159. Superior & 16th

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04	80	.05*
NBT	2	3400	960	.28*	790	.23
NBR	1	1700	60	.04	100	.06
SBL	1	1700	10	.01*	20	.01
SBT	1.5	3400	640	.21	660	.22*
SBR	0.5		80		80	
EBL	1	1700	30	.02	40	.02*
EBT	0.5	1700	80	.09*	110	.11
EBR	0.5		80		80	
WBL	0	0	50	{.03}*	40	
WBT	1	1700	60	.08	90	.11*
WBR	0	0	20		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.45**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04	80	.05*
NBT	2	3400	1250	.37*	890	.26
NBR	1	1700	40	.02	100	.06
SBL	1	1700	10	.01*	20	.01
SBT	1.5	3400	710	.24	950	.31*
SBR	0.5		120		100	
EBL	1	1700	30	.02	70	.04*
EBT	0.5	1700	110	.11*	120	.11
EBR	0.5		80		70	
WBL	0	0	70	{.04}*	50	
WBT	1	1700	60	.09	130	.14*
WBR	0	0	20		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.59**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04	80	.05*
NBT	2	3400	1260	.37*	900	.26
NBR	1	1700	40	.02	100	.06
SBL	1	1700	10	.01*	20	.01
SBT	1.5	3400	710	.24	950	.31*
SBR	0.5		120		100	
EBL	1	1700	30	.02	70	.04*
EBT	0.5	1700	110	.11*	120	.11
EBR	0.5		80		70	
WBL	0	0	70	{.04}*	50	
WBT	1	1700	60	.09	130	.14*
WBR	0	0	20		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.59**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04	70	.04*
NBT	2	3400	1230	.36*	620	.18
NBR	1	1700	70	.04	390	.23
SBL	1	1700	10	.01*	10	.01
SBT	1.5	3400	770	.25	870	.27*
SBR	0.5		70		60	
EBL	1	1700	30	.02	40	.02*
EBT	0.5	1700	100	.11*	40	.08
EBR	0.5		80		90	
WBL	0	0	50	{.03}*	110	
WBT	1	1700	110	.11	140	.18*
WBR	0	0	20		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.56**

159. Superior & 16th

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04	70	.04*
NBT	2	3400	1240	.36*	630	.19
NBR	1	1700	70	.04	390	.23
SBL	1	1700	10	.01*	10	.01
SBT	1.5	3400	780	.25	870	.27*
SBR	0.5		70		60	
EBL	1	1700	30	.02	40	.02*
EBT	0.5	1700	100	.11*	40	.08
EBR	0.5		80		90	
WBL	0	0	50	{.03}*	110	
WBT	1	1700	110	.11	140	.18*
WBR	0	0	20		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.56**

160. Newport & Industrial

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	3	5100	1670	.33*	2010	.40*
NBR	0	0	10		10	
SBL	1	1700	70	.04*	60	.04*
SBT	3	5100	1310	.27	1760	.35
SBR	0	0	70		40	
EBL	0	0	50		100	
EBT	1	1700	40	.05*	60	.09*
EBR	1	1700	80	.05	80	.05
WBL	1	1700	10	.01*	20	.01*
WBT	1	1700	20	.01	40	.02
WBR	1	1700	50	.03	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.59**

2035 Current General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	110	.06
NBT	3	5100	1850	.36*	2060	.41*
NBR	0	0	10		20	
SBL	1	1700	100	.06*	90	.05*
SBT	3	5100	1360	.28	1920	.38
SBR	0	0	70		40	
EBL	0	0	50		90	
EBT	1	1700	40	.05*	60	.09*
EBR	1	1700	90	.05	70	.04
WBL	1	1700	10	.01*	60	.04*
WBT	1	1700	20	.01	50	.03
WBR	1	1700	40	.02	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.64**

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	110	.06
NBT	3	5100	1870	.37*	2080	.41*
NBR	0	0	10		20	
SBL	1	1700	100	.06*	90	.05*
SBT	3	5100	1370	.28	1950	.39
SBR	0	0	70		40	
EBL	0	0	50		90	
EBT	1	1700	40	.05*	60	.09*
EBR	1	1700	90	.05	70	.04
WBL	1	1700	10	.01*	60	.04*
WBT	1	1700	20	.01	50	.03
WBR	1	1700	40	.02	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.64**

2035 Current General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	60	.04
NBT	3	5100	2010	.40*	2240	.44*
NBR	0	0	10		10	
SBL	1	1700	120	.07*	180	.11*
SBT	3	5100	1450	.32	2060	.44
SBR	0	0	160		180	
EBL	0	0	120		430	{.25}*
EBT	1	1700	20	.08*	20	.26
EBR	1	1700	50	.03	10	.01
WBL	1	1700	10	.01*	10	.01
WBT	1	1700	10	.01	40	.02*
WBR	1	1700	80	.05	200	.12
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.89**

160. Newport & Industrial

2035 Proposed General Plan (Buildout Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	60	.04
NBT	3	5100	2030	.40*	2260	.45*
NBR	0	0	10		10	
SBL	1	1700	120	.07*	180	.11*
SBT	3	5100	1460	.32	2090	.45
SBR	0	0	160		180	
EBL	0	0	120		430	{.25}*
EBT	1	1700	20	.08*	20	.26
EBR	1	1700	50	.03	10	.01
WBL	1	1700	10	.01*	10	.01
WBT	1	1700	10	.01	40	.02*
WBR	1	1700	80	.05	200	.12
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.90**